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SEPTEMBER 1982
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RAILFAN

RAILFAN & RAILROAD

48760

4960 returns!

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KODACHROME: DONALD V JEWELL

"CALTRAIN" colors for the now-state-funded San Francisco SP penninsula commute service made their debut in May. GP9E 3187 and bilevels 3700-02 will run as a set through June and will be the only ones painted for the time being.

Railnews

KODACHROME: WILLIAM A. RAIA

SOUTH SHORE heritage is evident in the colors of CSS&SB's new Japanese-built car 1, testing at Hegewisch on April 1, 1982.

BRANDYWINE VALLEY RAILROAD now operates 3.6 miles of former-Reading in Coatesville, Pa. See page 24 for details.

KODACHROME: JIM WATSON

KYLE RAILWAYS BN/ex-SP&S C425s 4264 and 4256 were at Phillipsburg, Kansas, on May 15, 1982. See page 22 for details.

KODACHROME: PAUL BACKENSTOSE

KODACHROME: JIM BOYD

THE LAST RUN of Amtrak's "experimental" LRC train leased from Bombardier was Sunday-only 155 on April 25, 1982, shown entering New Haven with engine 38 and cars 40, 48 and 43 from Boston.

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From the Publisher's desk: Camp Grant

As a raw army recruit in December 1943, I found myself at Fort Dix, N.J., being supplied with nice new clothing, being jabbed with needles (which was good for three days at the post hospital with a reaction to something) and rumor mongering with other raw recruits pondering where we'd end up having basic training. We knew it would be infantry basic at Fort Benning, Georgia. We were even more positive when we boarded a solid train of section sleepers, the windows of which were all equipped with screens. What more could a railfan want than a free train ride in an upper berth all to himself?

You got up early on troop trains, and what we saw was not lush southern foliage. The sun was just getting up on a very barren, snow-covered Indiana countryside having a very cold look. It wasn't as cold as what was to come. After many waits and starts we arrived in Chicago, where much of our train was detached for a run to other points. What was left of our train was coupled to other cars. A Burlington Pacific, number long forgotten, was on the head end. The term "on the point" had not yet been invented.

It was dark when we passed through Davis Jct. and arrived at Camp Grant, just south of Rockford, Illinois. We disembarked into a freezing night near a row of white warehouses illuminated by the glare of white lights. We saw a simple wooden railroad station, also white, lettered CAMP GRANT. We had arrived at a medical replacement training center, one that one Col. Sherman T. Potter would reminisce about on the M*A*S*H TV show many years later.

As army camps went, Camp Grant was not large. Each weekend a special troop train took cadre and trainees lucky enough to snare a weekend pass to Chicago. The service alternated between the Burlington and the Milwaukee. The Burlington used their standard steel suburban coaches. I was perhaps a bit more partial to the colorful orange and red cars of the Milwaukee Road, which featured pot-bellied stoves for added warmth. Pacifics usually handled the run, but could an Ola 2-8-2 numbered 4960 ever have been used in this service?

Camp Grant is long gone, leveled and rebuilt as the Greater Rockford Airport—except for a few of those utilitarian white military warehouse buildings along the tracks. The cover shot on this issue, made by Jim Boyd in 1964, shows the 4960 on a fan trip rolling past the east side of Camp Grant. Little did he realize that his future employer had stomped these grounds 20 years earlier, or that we'd be able to share with you the story of the rebirth of this engine 17 years later in Virginia. Some of our readers remember 4960. And a few may even remember Camp Grant.

Railroads Illustrated

We're happy to welcome *Railroads Illustrated* subscribers to the growing RAILFAN & RAILROAD family effective with this issue. With discontinuance of *Railroads Illustrated*, publisher Albert Herskovits selected R&R for the takeover, since he felt his readers would appreciate the tradition of *Railroad* coupled with the technical accuracy and graphic excellence of RAILFAN. The addition of these former RI readers has pushed RAILFAN & RAILROAD'S net paid circulation over the 50,000 mark. Those former RI readers who subscribed to both RI and R&R will have their subscriptions extended for the number of RI copies they are still due.

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cover

Back on November 22, 1964, Chicago, Burlington & Quincy Ola 2-8-2 4960 was rolling southward reflecting the low early winter sun while skirting the east edge of the Greater Rockford Airport on the return leg of a Chicago-Rockford, Ill., fan trip. The Mike was retired from Q service in July 1966, but to the great delight of those who saw and knew her in the Midwest, the 4960 was resurrected in 1981 and put into tourist service on the Bristol & North Western in Virginia, traversing the rails made legendary by the old *Lonesome Pine Special*. The story of the B&NW begins on page 30. Ektachrome by Jim Boyd

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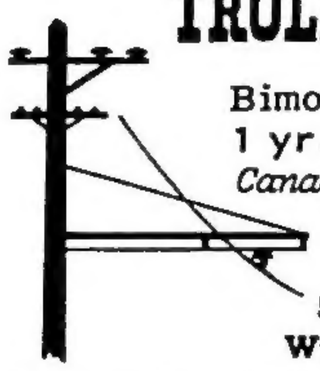
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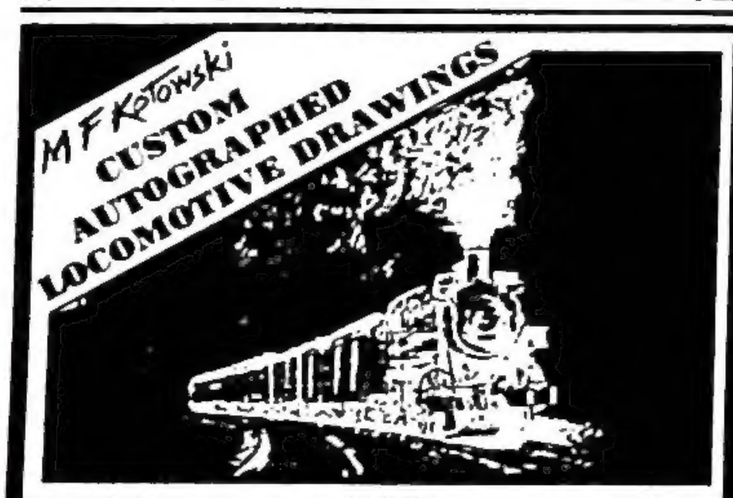

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Fanmail

B30-7A

In May '82 RAILNEWS it was reported that BN's cabless B30-7 units are to be designated B30-7A s. This is correct, although not for the reason given in the article. The "A" in the model number denotes that the unit is powered by a 3000-h.p. FDL-12 V-12 prime mover instead of the FDL-16 V-16 found in the standard B30-7, and not that the unit is cabless, as the article stated. (Since there are no cabless GE hood units other than SCL's MATE-4 road slugs, it's anybody's guess as to how the cabless feature will be denoted.)

Cab equipped B30-7A s are operating on the Southern (3500-3521) and MP (4800-4854) in addition to MP's experimental 3000-h.p. B23-7s 4667-4669 which served as the test units for the B30-7A.

GARY A. SMITH
Baltimore, Md.

Names and credits

I was eagerly awaiting the July issue of RAILFAN & RAILROAD, only to be disappointed. I had received a check from Carstens in the amount of $10.00 for my slide that was to be in this issue. Indeed, my slide of the new Susquehanna engine 2002 was in RAILNEWS, but there was no photo credit on page 25. Nobody knows I took the photo; all I have is the check. Needless to say, I was very excited to see my picture in your magazine, but I cannot boast of it because my name was omitted.

JEFF LATAWIEC
Westfield, N.J.

Sorry, Jeff, but a minor problem on my end and an oversight on yours cost you the photo credit. Your slide was sent to our color separator to have a black & white negative made, since it was an important and timely news item and we don't have color capability in RAILNEWS. *When the time came to write the caption and photo credit, I could not locate your original letter or envelope—I later found it had slipped* inside *another envelope in my "Working Color" folder. I had enough information from other sources to write an accurate caption and knew I could get a photo credit made up when I got your slide back from the color department. But your slide had no name on it, and I had not yet been able to find your letter and didn't have time at that period in the magazine's production to stop everything for an all-out search. The moral for all contributors is to be sure you have at least your name and preferably* name and address *on every slide or photo sent to the magazine. There is an unbelievable amount of "paper" involved in magazine production, and occasionally something will get lost, but I can almost always retrieve the original slide or photo after it is used in print; if your address is there, you're guaranteed both credit and a check*—J.B.

About that diesel . . .

In answer to Lowell Amrine's question at the end of his piece on page 32 of the May issue; let's hope that the 7364 will be escorted by a third or fourth generation ACE 3000.

PHIL GRIFFITH
Stearns, N.Y.

Not Trexlertown

The Don Wood photo of the covered wagons on page 34 of your May PHOTO LINE reads "PRR Middle Division at Trexlertown, Pa." Trexlertown is on the Reading in Lehigh County; that same photo was used in Audio-Visual Designs 1975 PRR Calendar and is identified as Thompsontown, Pa., in December 1955.

ROY C. HUNT
Everett, Pa.

Being a Pennsy fan, I greatly appreciated Don Wood's Middle Division shot in the May PHOTO LINE. The location, however, is not Trexlertown, which is on the Reading west of Allentown. This appears to be a spot across the Juniata River from Millerstown, Pa., off a bridge known on the PRR as Bridge 137.48. The two separate bridges which individually crossed the river and railroad have since been replaced by a single span carrying Pennsylvania Route 17 on a straighter and slightly different alignment—railfans will find the new bridge still provides a good spot for photographing Conrail action.

With reference to those PRR F-units, I've come across several instances where they were called "liners." Evidently this nickname came from the fact that these units sported a single stripe instead of the multiple-pinstripes. It is unclear, however, whether the term "liner" originated from railfans of the early '50s or from the railroad employees themselves.

RONALD RYPKEMA
Lodi, N.J.

The Don Wood print from the Railroad *Magazine file had simply "Trexlertown, Pa., 1955" written on the back, but I should have caught it since I do know that Trexlertown is on the Reading. Just to add to the confusion, a Bud Rothaar shot of the same location in Al Staufer's* Pennsy Power *identifies the location as Mifflin, Pa. Judging from the detail of his documentation, I'd be inclined to go with Ron Rypkema's Bridge 137.48.*

Concerning the "liners," could that name have been a shortening of the term "streamliners," which EMD was using to describe all of its covered wagons of that era?—J.B.

Sex?

If Railfanning is: "Hoping your wife or girlfriend never hears Rosanne Cash's recording of 'My Baby Thinks He's a Train' " (January '82 R&R page 10), is discrimination thinking all railfans are men?

LINDA WALKER
Shoreham by Sea
England

Thanks

Shortly after any major fan trip is operated (such as 4449 to Sacramento) one can expect to see ads in railfan publications offering for sale movies, records, slides, video tapes and prints covering the event. In only two instances (Brad Miller of Mobile Fidelity and Al Morrison of Sunday River Productions) has our chapter ever received a copy of this material with a thank you note, even though we made the trip possible, and without our work and sponsorship none of the materials

would have been available.

I'm sure that our chapter and other sponsors of trips would appreciate a copy of that commercial print or record as a way of saying thanks for making it all happen.

ED IMMEL
Pacific Northwest Chapter NRHS
Portland, Ore.

Non-fictional Cushing, Oklahoma

Regarding the MARKERS commentary on "The Long Summer of George Adams," Cushing, Oklahoma, is real, regardless of what that East Texas "Redneck" told you. At one time it had both the Santa Fe and MKT lines serving it. It is northeast of Oklahoma City in Payne County; the 1970 census gives a population of 7,529 hardy "Okies." Cushing, Texas, on the other hand, had a 1970 population of 396 and is in Nacogdoches County, due east of Rusk—hardly a town at all.

So watch it, "Yankee."

JAMES H. RUSKER
Houston, Texas

It sounds like we just tweaked a displaced Okie; his letter footnotes, "a Texan for only as long as my job is here."—J.B.

Cushing and C&LC

Despite the statement in MARKERS for May, Cushing, Oklahoma, is not "fictional". Cushing, located about midway between Tulsa and Oklahoma City, was served in 1952 by both Katy's line to Oklahoma City and Santa Fe's freight line between Newkirk and Pauls Valley. The Katy line, of course, has been abandoned in favor of Rock Island trackage rights from McAlester, while the Santa Fe line has been cut back to a branch south from Camp—and even that is on the system diagram map as an abandonment candidate. For now, triweekly locals 1463 and 1464 still provide freight service to Cushing.

It was my impression when watching "The Long Summer of George Adams" that the "Ozark & Panhandle" was meant to be a facsimile of the Katy.

I was in Denver this past week and can offer a few additional details concerning the Cadillac & Lake City operations in Colorado. The Rail Car Corporation units referred to on page 51 were located on trackage of the Denver Union Corporation (formerly the Denver Union Stock Yards). These units are ex-BN GP20 2021; GP18 1990; "chicken-wire" F3A 706; F7As 708, 720, 725 and 732; F7B 753 and NW5 986. At this time Rail Car is working on placing one switcher truck under the 2021 for reasons unknown.

As stated in the C&LC article, NW2 468 is assigned to Duban Yard. This unit is painted dark yellow (like the 105) but with black running gear, frame and roof. It is lettered simply "CLK 468" with a block stencil; apparently use of the C&LC herald is on its way out as "CLC" is the alpha code for the Columbia & Cowlitz.

It is not quite accurate to state that ex-UP 1087 "wore its UP livery throughout" its tenure with C&LC at Duban. Late last September, during my last visit to Denver, the C&LC forces were in the process of removing the old paint and priming the 1087 for C&LC colors. One side of the unit had been sprayed with gray primer; the other was down to the unit's original "streamliners" paint with the old number "D.S. 1087" clearly visible.

Interests allied with the C&LC have formed a new corporation, the Colorado &

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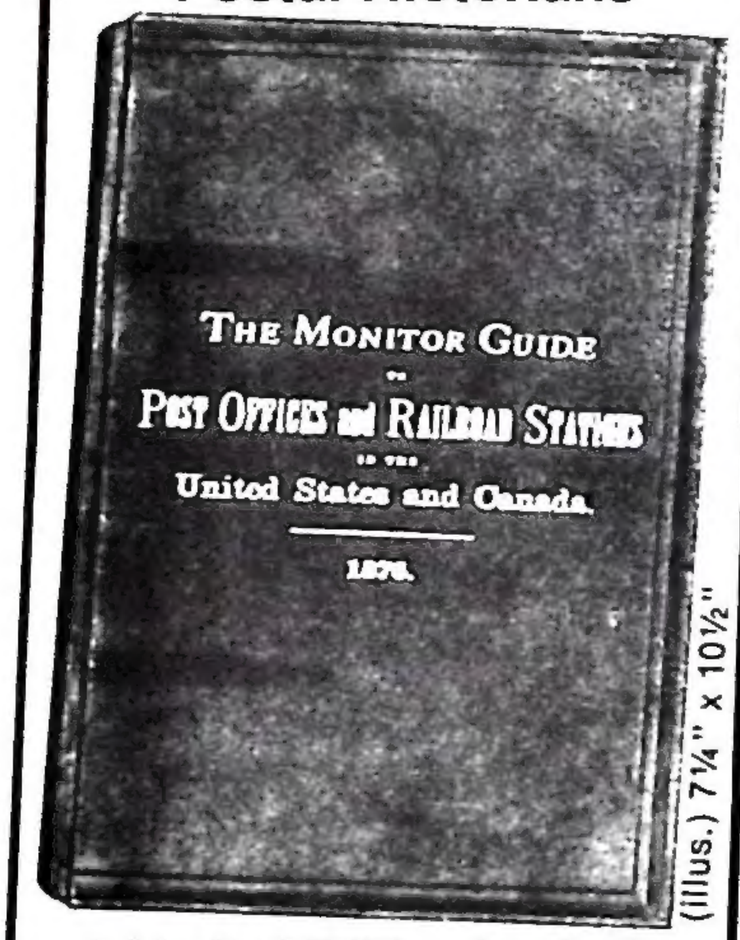

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Eastern Railway, which has arranged to purchase the remaining trackage at the Denver Union Stock Yards from Denver Union Corporation. C&E plans to begin operations as soon as possible as a switching carrier at the stock yards, using NW5 986 as the switcher. While livestock no longer moves to Denver by rail, there are other rail customers located along the C&E trackage.

Finally, it should be noted that C&LC's Denver Terminal Division and the C&E trackage are earning their keep these days primarily from storage of surplus private cars, including one entire UFIX unit train.

MIKE BLASZAK
LaGrange Park, Ill.

Keystone comedy

I enjoyed your "Trains on TV" MARKERS commentary, but you missed one. Mickey Rooney's Saturday night show "One of the Boys" features a Pennsy keystone number plate, 1776, from a Class E5s Atlantic, prominently displayed as a wall decoration on the set. If you want to see it, better look quick—that's about all this show has going for it!

DICK ROSS
Bay Village, Ohio

Six-man crew

Bob Karsten: What talent!!!

His article in the May issue on the demise of the Rock Island graphically displays how the union is sometimes the employees' greatest enemy. Having watched four-man crews do local switching for most of my railfanning "career," I was flabbergasted at the sketch showing six, count 'em s-i-x, crewmen unloading from the Ruston local.

Seems to me if someone had agreed that a four man crew was sufficient, that crew might still be working today. After all, crew costs would have been cut by one-third. But there must have been some logic in going on strike (August 28 to October 8, 1979) to ensure that all six would lose their jobs at the same time.

DAVID D. PAYNE
Milton, Fla.

Karsten and The Rock

I just thought I should write and let you know how much I enjoyed the May issue. I've been a subscriber from the start of RAILFAN but have never before been moved to write. Of particular interest was the featured "Last Days of The Rock." That one struck kind of close to home for me, being a Milwukee Road employee. I hope a similar article won't be written for what's left of my road.

ARNOLD R. STURM
Sun Prairie, Wis.

I am only an occasional railfan; I just have an interest in U.S. and other railways when I travel for professional and other reasons—and am an even more occasional reader of RAILFAN & RAILROAD. Fortunately, the May '82 issue was on the shelves of a New England bookstore when I visited.

I can't believe that there has been a better, more evocative, more memorable account of the closing of a railroad than Bob Karsten's "The Last Days of The Rock," with its equally evocative drawings. I'm almost persuaded I knew Wesley Tucker, Arthur J. Shirey and their co-workers! Bob's piece will surely find a place in future anthologies of railway literature.

DONALD BULLOUGH
St. Andrews, Scotland

Youthful railfans

The introduction to your youthful contributor, Jim Titsworth, reminded me of what the American railroad scene was like more than a decade and a half ago, when I was seventeen. Had I pursued railroading with the same zeal that Jim apparently does, I would have had a great deal of interest to report. As it was, I did see a lot that gave me some fascinating railroad memories. My childhood occurred during years in which the use of steam locomotives in regular service was coming to an end. After more than 22 years I can still recall the thrill of seeing Grand Trunk Western trains pulled by steam locomotives into and out of my native Detroit. I had the pleasure of seeing such trains as the *Twentieth Century Limited*, the *North Coast Limited*, and *Empire Builder* and others in the days before most American passenger trains were operated under the ugly name "Amtrak." It delighted me to watch GG1s roaring into and out of Washington, D.C., during the days before Penn Central, Amtrak and Conrail. The thrill of those days may be gone, but the memory lingers on with special poignance now that the experiences that produced them may not be repeated.

All I could say to Jim Titsworth now would be, "If you like trains, you should have been around in my time." It's a good thing that your predecessor *Railroad* Magazine *was* around in those days.

ROBERT KRYZAK
Cody, Wyo.

Chessie chasing

Mark Perri's account of the *Philadelphia Jet's* expedited run across eastern Ohio was enjoyable and interesting. Chessie's image to most railfans conjures up visions of dirty diesels pulling 140-car coal trains. Perri's narrative highlights another side of the road's profitable operations — one of Chessie's seven dedicated intermodal trains (two of which were added in 1981 in conjunction with Family Lines). And the article acts as a helpful location "guide" for outsiders wishing to photograph the B&O's Mainline Subdivision.

The only nit I could find worth picking concerned the name of the train. The name "Jet" was officially dropped sometime in the '70s, although it still hangs on in the hearts of B&O employees. I personally like the old name better, but this eastbound B&O intermodal train is now officially the *Chicago-Philadelphia Trailer Train*, or symbol CPTT. To avoid confusion, the eastbound intermodal train on the St. Louis main line is the *Philadelphia Trailer Train*, or symbol PHTT.

EVERETT N. YOUNG
Associate Editor
C&O Historical Society
Pikeville, Ky.

Here's an update on our "Follow that Jet." The second diamond at Sterling has not been removed (as stated in the caption), but Conrail has announced its intent to abandon ten miles of the line, including Sterling.

Our "Jet" is now split with the *Chicago-Philadelphia Trailer Train* (CPTT), usually a GP40 and 20-to-35 cars, running in advance of the *Baltimore/Washington Trailer Train* (BLTT) with 40-to-60 cars, mostly containers for Baltimore, and two units. If a *Pittsburgher* runs in the morning, it usually follows the *Jets*.

MARK PERRI
Stow, Ohio

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The Silverton

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Train Schedule

Late Fall Schedule — Oct. 24 thru Nov. 28

Lv. Durango . . . . . 9:00 a.m.
Ar. Silverton . . . . . 12:15 p.m.
Lv. Silverton . . . . . 1:45 p.m.
Ar. Durango . . . . . 5:00 p.m.

Fall Schedule: 90 miles round trip.

***Exception: Christmas Eve and Christmas Day.**

Winter Schedule — Nov. 29 thru May 13*

Lv. Durango . . . . . 9:55 a.m.
Return Durango . . . . . 2:15 p.m.

Winter Schedule: 52 miles round trip.

This train goes to Cascade Canyon, turns on a wye at a point approximately half way between Durango and Silverton, and returns to Durango.

The Silverton now operates year-round; through service to Silverton will resume on May 14, 1983.

FOR FURTHER INFORMATION, please fill in the form below and mail to the Durango & Silverton Narrow Gauge Railroad, 479 Main Ave., Durango, Colorado 81301, OR call 303/247-2733.

Please send color brochure, train schedule and reservation information on The Silverton:

NAME _____

ADDRESS _____

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Timetable

NOTICE

Listings in this column are published without charge and are run on a space-available basis at editors' discretion. General policy is to run in two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received in Newton by Jan. 15 for May issue, Mar. 15 for July issue, May 15 for Sept. issue, July 15 for Nov. issue, Sept. 15 for Jan. issue and Nov. 15 for Mar. issue.

RAILFAN EVENTS

SOUTHERN RAILWAY, 1982 excursions. The following listings indicate: **Date,** locomotive, route and (sponsoring organization). See listing at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. Locomotive 2716 is ex-C&O 2-8-4; FP7s are green and gold diesels.

August 7, FP7s Richmond to Keysville, Va., and return (ODC).

September 11, 12, 2716 Cincinnati to Muncie, Ind., via N&W and return each day (CRC); **September 18, 19,** 2716 Huntingburg to New Albany, Ind., and return each day (MCH); **September 25, 26,** 2716 Louisville to Lexington, Ky., and return each day (KRM).

October 2, 2716 Lexington, Ky., to Chattanooga, Tenn., one way (BRM); **October 3,** 2716 Chattanooga to Lexington one way (BRM); **October 9, 10,** 2716 Knoxville, Tenn., to Asheville, N.C., and return each day (OSN); **October 16, 17, 23, 24,** 2716 Chattanooga to Crossville, Tenn., and return each day (TVRM); **October 30,** 2716 Atlanta to Chattanooga and return (ACN); **October 31** and **November 6,** 2716 Atlanta to Toccoa, Ga., and return (ACN); **November 7,** 2716 Atlanta to Chattanooga and return (ACN).

THE SPONSORING ORGANIZATIONS are: (GCC) Greater Greer Chamber of Commerce, P.O. Box 507, Greer, SC 29651; (WSN) Winston-Salem Chapter NRHS, P.O. Box 11321, Winston Salem, NC 27106; (ECN) East Carolina Chapter NRHS, Caboose 5228, Farmville, NC 27628; (GCN) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (ODC) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (WAC/CRRE) Washington Area Chapters NRHS and Chesapeake Division RRE, P.O. Box 456, Laurel, MD 20810; (CRC) Cincinnati Railroad Club, P.O. Box 36060, Cincinnati, OH 45236; (MCH) Mayor's Committee of Huntingburg, P.O. Box 10, Huntingburg, IN 47542; (KRM) Kentucky Railway Museum, P.O. Box 295, Louisville, KY 40201; (BRM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (OSN) Old Smoky Railway Museum, P.O. Box 601, Knoxville, TN 37901; (TVRM) Tennessee Valley Railroad Museum, P.O. Box 5263, Chattanooga, TN 37406; (ACN) Atlanta Chapter NRHS, 1844 West Rugby, College Park, GA 30337.

NORFOLK & WESTERN 611. The following are the first scheduled moves for N&W streamlined Class J 4-8-4 611 operating on Southern and Norfolk & Western Railways under the auspices of the Norfolk Southern Corporation Steam Operations Department.

August 20-22, Ferry move Birmingham, Ala., to Roanoke, Va., via SR and N&W, one way. **August 20,** Birmingham to Atlanta; **August 21,** Atlanta to Salisbury; **August 22,** Salisbury to Roanoke. For information on this move contact: Norfolk Southern Steam Operations Department, P.O. Box 1808, Washington, DC 20013.

September 4-6. Excursions out of Roanoke, Va., sponsored by the Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032. **September 4-5,** N&W Roanoke to Norfolk on Saturday, returning Norfolk to Roanoke on Sunday. **September 6,** one way ferry move via N&W and SR Roanoke to Alexandria, VA.

WHITE PASS & YUKON, Summer 1982. Steam locomotive 2-8-2 No. 73 will haul one-way parlor car excursions over the full 110-mile length of the narrow gauge White Pass & Yukon Railroad in 1982. It will operate southbound from Whitehorse to Skagway on June 7, July 5, August 1 and August 30, and will run northbound Skagway to Whitehorse on June 21, July 19, August 16 and September 22. Each trip is limited to 80 passengers, and advance reservations are required. Fare is $120 U.S. for one-way parlor service. Additional charter trains are available for groups, operational conditions permitting. Passengers riding the steam excursions can return to station of origin on regularly-scheduled diesel-powered trains. For information and reservations contact WP&Y Corp. Ltd., Box 2147, Seattle, WA 98111, or phone 206/623-2510.

PHILADELPHIA, PENNSYLVANIA, August 8. Special trolley tour on Media and Sharon Hill lines with center-door car 73 and Kawasaki LRV on two separate trips. Photo and refreshment stops. Leave 69th Street 12:30 p.m. and return about 5:30. Fare $12, kids $6. Contact: Ernest Kovacs, 416 Second Ave., Bethlehem, PA 18018; 215/867-2800.

DENVER, COLORADO, September 3-6. "Reno Rail Ramble" sponsored by the Rocky Mountain Railroad Club on Amtrak's *San Francisco Zephyr* from Denver to Reno, Nev., and return with sightseeing and bus trips to rail sites around Reno including SP Donner Summit, Nevada State Railroad Museum and V&T Railroad. Coach travel and accommodations begin at $399 per person with single occupancy and sleeping car space optional at additional cost. Contact: Rocky Mountain Railroad Club, c/o Ardie Schoeninger, 1040 Field St., Lakewood, CO 80215.

ONEONTA, NEW YORK, September 4-6. "Little Red Caboose" Celebration commemorating the 99th Anniversary of the founding of the Brotherhood of Railroad Trainmen in the D&H caboose in Oneonta in 1883. In conjunction with the "I Love New York" Festival, the celebration will include D&H locos and equipment on display, a model railroad show and sale, tours and historical displays plus numerous civic events as well as long and short excursion rides aboard Delaware Otsego's ex-Auto-Train nee-Santa Fe Super Dome cars. The long excursions will run Schenectady to Oneonta and return on the D&H, and the equipment will be utilized for short turns out of town during the layover. For schedules when they become finalized, contact: Greater Oneonta Chamber of Commerce, Market Street, Oneonta, NY 13820; 607/432-4500.

ALASKA, September 11-20. "Alaska Northern Express" tour of Alasks's railroads hosted by the Pacific Railroad Society includes Alaska Airlines from Seattle-Tacoma to Anchorage, special Alaska R.R. train to Seward over freight-only line, domeliner *Aurora* to Mt. McKinley and Fairbanks, bus tour on the Alaska Highway to Whitehorse and diesel mixed train on narrow gauge White Pass & Yukon to Skagway followed by special steam excursion behind 2-8-2 73 from Skagway to White Pass Summit and return. Return by CP Air to Seattle. Base fare is $1430 from Seattle. For options and full details contact: Pacific Railroad Society, Inc., P.O. Box 2768, Riverside, CA 92516; 714/684-7458 (afternoons). Amtrak connections from California also available as part of tour.

THURSO, QUEBEC, September 12. Bytown Railway Society is running its annual excursion on the Thurso & Nation Valley Railway, the only logging railroad now in operation in eastern Canada. Travel in gondola behind GE 70-ton diesel. Accommodation strictly limited. Tickets $12 each. Thurso is 30 miles east of Ottawa, Ontario. Contact: Bytown Railway Society, Inc., P.O. Box 141, Station A, Ottawa, Ontario, Canada K1N 8V1.

NORTH CONWAY, NEW HAMPSHIRE, September 18. Annual Railfan's Day at Conway Scenic Railroad with day-long activities including double-header steam trains, passenger trains in multiple sections and steam and diesel powered freight trains. Photo runs on 3.25% main line grade. Ride in 1898 Pullman parlor observation. See first-generation Alco and EMD diesels. Extra train to Intervale, N.H., over seldom-used trackage. Model railroad open house, other special exhibits and flea market. Slides and movies in the roundhouse. Regular fares apply on each train ride. For full details send SSAE to: Conway Scenic Railroad, P.O. Box 947, North Conway, NH 03860; 603/356-5251.

CANAAN, CONNECTICUT. The fall 1982 schedule of programs for the Connecticut Railroad Historical Assn. will include: Sept. 26, William Ensign III, "A New England Rail Passenger Network;" Oct. 31, Richard T. Lane, "York County Trolleys Then/Seashore Trolley Museum Now;" Dec. 5, Kevin Gregoire, "Amtrak for the '80s." All meetings free and open to the public; Sundays at 2:00 p.m., at N. Canaan Town Hall Annex, Pease St., Canaan, Conn. Phone 617/448-2224 or 203/927-3782.

ROMNEY, WEST VIRGINIA, October 2. Winchester, Virginia, Chapter NRHS is sponsoring an excursion on the South Branch Valley Rail Road. Enjoy beautiful autumn scenery on this unique state-owned ex-B&O branch. Ride behind Alco MRS-1; photo runbys and more. Contact: Winchester Chapter NRHS, P.O. Box 282, Winchester, VA 22601; or call 703/662-8964 between 7:00 and 9:00 p.m.

CONNERSVILLE, INDIANA, October 16. Nickel Plate Road Historical & Technical Society annual convention at the Holiday Inn features a 34-mile ride behind steam on the White Water Valley, as well as sales, contests, auction and banquet—all at modest prices. Contact: Roger Esker, P.O. Box 111, Milton, IN 47357-0111; 317/489-4424.

BELLOW FALLS, VERMONT, October 23-24. Steamtown Railfan Weekend featuring unique photo opportunities with special freight, passenger and mixed consists behind steam and diesel power. Saturday night photo session conducted by Jim Boyd of RAILFAN & RAILROAD. Contact Steamtown Railfan Weekend, P.O. Box 71, Bellows Falls, VT 05101; 802/463-3937.

INTERNATIONAL TOURS

SUNDAY RIVER TOURS, P.O. Box 565, Concord, MA 01742, agent for Railway Travel & Photography, has the following tours scheduled. Contact them at the above address for full itinerary and details:

SWITZERLAND, October 1-5 and 5-10 or both combined. First week features light rail lines and tramways; $499 from London. Second week features tram and main line action including one of the last chances to ride past the Rhone Glacier (the tunnel is almost finished); $565 from London or $261.50 additional if added to first week.

INDIA NARROW GAUGE, November 20-December 12. All important narrow gauge lines. $1795 from London, approx. $1200 from Bombay. Private car on certain sections.

CENTRAL CHINA, November 22-December 12. Peking/Datong south ending in Canton. $2820 from London, approx. $2100 from Hong Kong. Chinese-speaking guide and trip leader Dusty Durrant.

RAIL STUDY TOURS INTERNATIONAL, P.O. Box 3468, Alexandria, VA 22302 (note new address), has the following tours scheduled. Contact them for full itinerary and details. 703/998-2362.

INDONESIA, September 3-25. Main line and agricultural and forestry railways on Java and Sumatra. Travel by auto to best photo spots plus train rides. $2540 from San Francisco.

NEW ZEALAND & AUSTRALIA, September 24-October 17. Main line action plus preservation operations. Last run on broad gauge Adelaide-Pt. Perie behind streamlined 4-8-4. $2762 from Los Angeles.

INDIA, PAKISTAN & NEPAL, November 24-December 14. Best of northern Pakistan including 4-4-0s and Kyber Pass, Ganges Plain of India, and Nepal for Garratts.

HERSHEY CUBAN WEEKEND, November 25-28. Special chartered Brill car over entire electrified trackage of classic interurban. $299 from Miami.

1983: Tours planned to Cuba, China, South America and Eastern and Western Europe.

BRISBANE, AUSTRALIA, September 18, October 2, 12. During the period of the XII Commonwealth Games the Australian Railway Historical Society will be running three special main line steam excursions on the 3'-6" Queensland Railways with 4-6-2, 4-8-0 and 4-6-0 power. For details contact: Mr. Ian Pringle, Tours Manager, Unit 11, 33 Mullens St., Hamilton, Q., 4007, Australia.

SOUTH AFRICA, November 7-19. Railfan steam tour of 2400 miles behind eleven different classes of locomotives with all-sleeper accommodations and dining car staged at sidings each night. Steam includes 25C condensing 4-8-4 and doubleheaded GMAM Garrats over Montague Pass. Fair is approx. $1165 from Cape Town including meals and sleeper. Contact: South African Railways, 535 Fifth Avenue, Room 1112, New York, NY 10017.

CONTINUING OPERATIONS

NEW POLICY: Because this column cannot be a complete reference for comprehensively listing tourist and museum railways, we are going to restrict the entries under the "Continuing Operations" headings to unusual, new or otherwise significant operations (at the editor's discretion and on a space-available basis). The best source for up-to-date information on regularly scheduled steam/traction/museum operations is the *Steam Passenger Service Directory* published and updated each year by the Empire State Railway Museum, Inc., P.O. Box 666, Middletown, NY 10940 (914/343-4219). The 1981 edition sold for $4.50 postpaid, and the 1982 edition is expected in May 1982. This directory lists operating dates, schedules, fares and equipment for virtually every such operation in the U.S.A. and Canada and includes discount coupons for many of the railroads listed. We have found this publication to be extremely accurate and reliable.

RAILROADIANA MEETS

GREENBURG'S GREAT TRAIN, MINIATURE & TOY SHOW, featuring railroadiana, model trails, doll houses, miniatures and toys, will be held at the following locations and dates. Times are 11:00 a.m. to 5:00 p.m., with admission $3 per day and tables $30. Contact: Lois Barger, 729 Oklahoma Road, Sykesville, MD 21784; 301/997-3056; for information on any meet.

PHILADELPHIA, PA., August 7-8. Philadelphia Civic Center.

CHAMPAIGN, ILLINOIS, August 21. Illinois Central Railroad Historical Society Show-Sale-Swap Meet at the Ramada Convention Center, 10:00 a.m. to 4:00 p.m. For information send large SSAE to: D.G. Fraser, Jr., 270 Raye Dr. West, Chicago Heights, IL 60411.

BUFFALO, NEW YORK, August 29. Western New York Ry. Historical Society Second Annual Railroadiana, Model Railroad & Toy Train Show at the Buffalo Convention Center, 10:00 a.m. to 5:00 p.m. Adults $1.50, kids under 12 50¢. Contact: WNYRHS Railroad Show, Box 416, Buffalo, NY 14221, or call 716/693-8512 or 716/692-3842.

ALBANY, NEW YORK, September 12. Capitaland Train Meet at Polish Community Center, Washington Ave. Extension. 10:00 a.m. to 4:00 p.m. Tables $9; $11 at door. Admission: adults $1.50, children 75¢. Contact: Len Welter, P.O. Box 3300, Schenectady, NY 12303; 518/372-9124.

PEORIA, ILLINOIS, September 12. First Annual Peoria Spur Line Railroadiana Show at the Bradley University Student Center Ballroom, 10:00 a.m. to 4:00 p.m. All railroadiana, no model trains. Antiques and collectibles for sale, trade and show. Contact: Jim or Karen Bixby, 2505 Melrose Place, Peoria, IL 61604; 309/674-7866.

GREAT AMERICAN TRAIN SHOW with model trains, operating layouts and railroad antiques. Sellers and layouts wanted (cash payments for displaying a layout). Show will be held at the following dates and locations:

Indianapolis, Indiana, September 18-19, Indiana Convention Center, 100 S. Capitol.

St. Louis, Missouri, November 6-7, Cervantes Convention Center, 801 Convention Plaza.

Detroit, Michigan, November 20-21, Michigan State Fairgrounds, Woodward and Baseline.

Kansas City, Kansas, December 4-5, Kansas City Convention Center, 301 W. 13th.

Cincinnati, Ohio, December 18-19, Cincinnati Convention Center, Elm and Sixth.

Schedule for all shows is 1:00 p.m. to 9:00 p.m. on Saturday and 11:00 a.m. to 5:00 p.m. on Sunday. Admission is $3. For full information contact: Great American Train Show, 239 James Street, Bensenville, IL 60106; Bob Bush, 312/832-5251.

PARSONS, KANSAS, September 18. Parsons Model Railroad Engineers Third Annual Model Railroad Show & Meet at the Labette Community Junior College gym and auditorium, 200 S. 14th from 8:30 a.m. to 4:00 p.m. Activities include movies, swap meet, model and photography contests, layout tours, clinics and door prizes. Admission: preregistration adults $2.50, children $1.50; at door adults $3.50, children $2.00. Contact: Bill Collins, 512 S. 30th, Parsons, KS 67357; 316/421-0514.

EDMONDS, WASHINGTON, September 19. Swamp Creek & Western Railroad Club Third Annual Sooper Swap and Clinic Meet at Frances Anderson Recreation Center, 700 Main St., from 1:00 to 5:00 p.m. Includes railroadiana, all scales of models and door prizes. Tables $8.50. Admission $1.50, kids under 12 75¢. Contact: Dave Dudman, SC&W Railroad Club, 211 Railroad Ave., Edmonds, WA 98020.

NEW HAVEN, CONNECTICUT, September 19. New York, New Haven & Hartford Toy Train Meet at Annex YMA Hall, 554 Woodward Ave. (I-95 exit 50), 8:30 a.m. to 1:00 p.m. Preregistration $3 for men; $1 for women, children and seniors. Contact: Ludwig Spinelli, P.O. Box 5061, Bridgeport, CT 06610; 203/333-5186.

ALLENTOWN, PENNSYLVANIA, September 26. Lehigh Valley Chapter NRHS Railroadiana & Model Railroad Show & Sale at Dieruff High School, Washington and Irving Streets (two miles south of US 22 at Airport Road Exit) from 10:00 a.m. to 4:00 p.m. Admission $2.00; $3.00 per family. Contact: Paul A. Kuehner, P.O. Box 300, Laurys Station, PA 18059; 215/799-2530.

CRANFORD, NEW JERSEY, October 3. Third Annual Railroadiana Show & Sale at the Coachman Inn, Exit 136 Garden State Parkway, from 10:00 a.m. to 4:00 p.m. NY-NJ Metropolitan area's only exclusive railroadiana show with over 70 tables of railroad items. For details send SSAE to John Brainard, 35 Nordhoff Place, Englewood, NJ 07631.

ROCHESTER, NEW YORK, October 10. Edgerton Model R.R. Club's Third Annual Model Train Exposition & Sale at the Edgerton Recreation Center, Bloss and Bach Backus Streets, 10:00 a.m. to 4:00 p.m. Adults $1, children under 12 free. Contact: Fred D. Minchella, 717/428-6760 or 254-7001.

ITHACA, NEW YORK, October 16. "Finger Lakes Railfair" sponsored by the Cornell Railroad Historical Society, Cornell University and the Cornell Chapter NRHS at the "Tin Can," N. Cayuga St. near Stewart Park. Railfair from 10:00 a.m. to 6:00 p.m., railroadiana and model auction 7:00 p.m. to 9:00 p.m. Model trains, railroadiana, flea market, operating layout, movies, tables, etc. For information send SSAE to: Thomas Trencansky, 3 Greystone Drive, Dryden, NY 13053; 607/844-4767.

ST. LOUIS, MISSOURI, October 23. Railroad Show & Swap Meet sponsored by the McDonnell Douglas Railroad Club at the Hazelwood Community Center, 1186 Teson Road, from 9:00 a.m. to 3:00 p.m. Admission $1. Available table space $6, at door $8. Contact: Pat Hertich, 12135 Fleetwood, Maryland Heights, MO 63043; 314/291-0273.

DEARBORN/DETROIT, MICHIGAN, October 24. The Redford Model Railroad Club presents TRAINORAMA '82; sell and swap railroadiana and model equipment. Railfan films and operating layouts featured. Dearborn Civic Center, 15801 Michigan Ave. at Greenfield from 10:00 a.m. to 4:00 p.m. Admission $1, family maximum $2.50. Contact: Frank E. Gendernalik, 15522 Middlebury Drive N., Dearborn, MI 48120; 313/271-7847 (evenings).

INDIANAPOLIS, INDIANA, November 13. Second Annual "Crossroads of America" Show & Sale at the Holiday Inn Northwest, I-465 and I-74, from 9:00 a.m. to 3:00 p.m., with over 90 tables of railroadiana. Tables $10; admission $1. Contact: Larry Woodard, 5447 University, Indianapolis, IN 46219; 317/353-8545.

PATERSON, NEW JERSEY, November 21-22. Tri-State Chapter NRHS Eighth Annual Railroadiana & Model Train Flea Market with over 100 tables of railroad hardware, paper collectibles and models. Held indoors in fully restored and climate-controlled Rogers Locomotive Works, corner Market and Spruce Streets in Paterson (three blocks from I-80) from 10:00 a.m. to 5:00 p.m. Adults $2, kids $1. Send large SSAE for map and details: Tri-State Railway Historical Society, Box 2243, Clifton, NJ 07015.

ORGANIZATIONAL NOTICES

RAILWAY & LOCOMOTIVE HISTORICAL SOCIETY, INC., has a new address: P.O. Box 1194, Boston, MA 02103. Membership is open to all railroad history enthusiasts; dues $15 per year, including excellent *Railroad History* publications.

CORNELL RAILROAD HISTORICAL SOCIETY, in conjunction with the Cornell Chapter NRHS, is seeking members for its active group which meets monthly and publishes monthly newsletter. Contact: Cornell Railroad Historical Society, Cornell University, 212 Kimball Hall, Ithaca, NY 14853, Attn.: Tom Trencansky.

MISSABE HISTORICAL SOCIETY, a group of railfans, modelers and historians devoted to DM&IR and its predecessors, has a new mailing address: Membership Chairman, 719 Northland Ave., Stillwater, MN 55082. Memberships are $7.50 per year.

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For further information, contact:
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Box 220, 21 Langdon Park Dr., Kirkwood, NY 13795

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These tapes will sell for $29.95 separately, but order both now and receive both programs on a 1-hour reel at a $9.90 savings.

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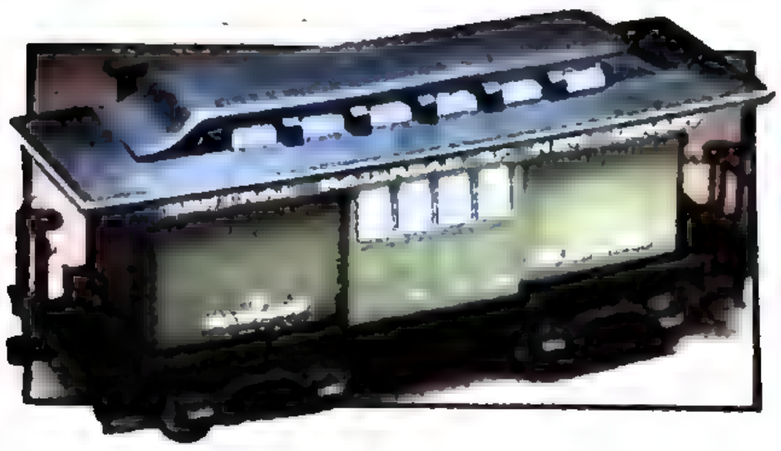

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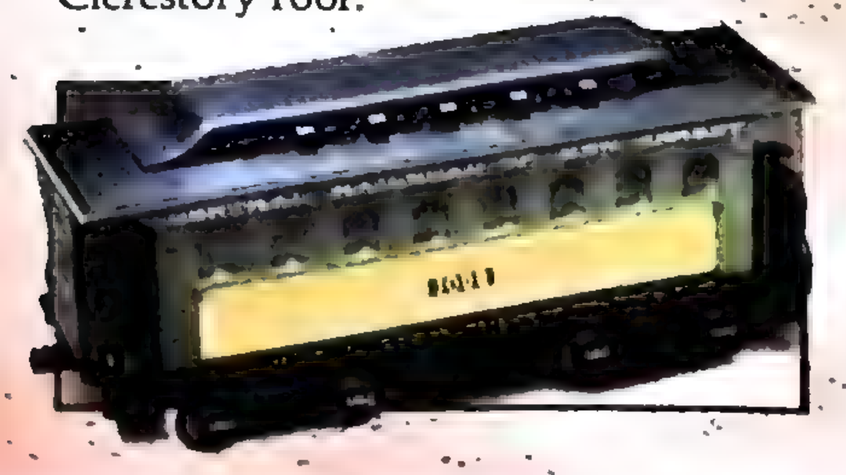

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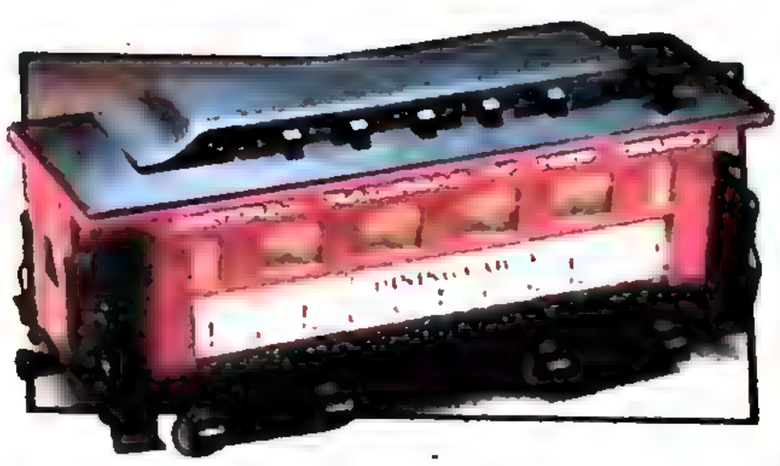

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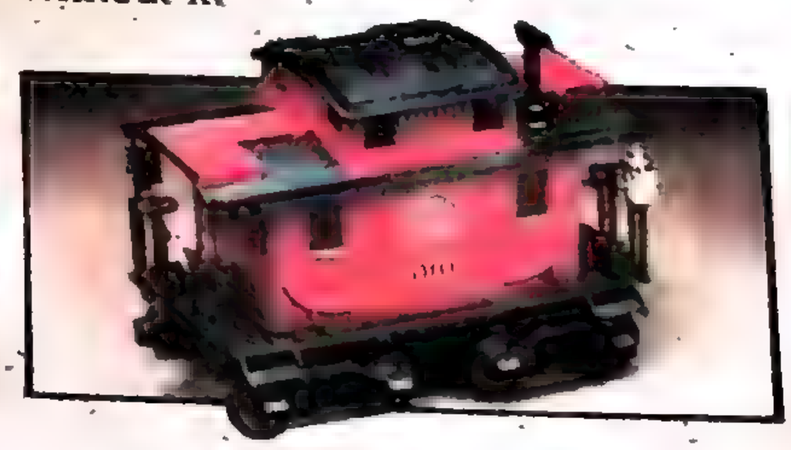

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Product News

Everybody around the office is very pleased with the results of Carstens Publications' latest softcover book, *Central Vermont Railway.* It's a pictorial of the steam-era CV, including some early diesels and even a motor car or two, compiled and written by Ed Beaudette, a real expert and lifelong CV fan. The photo reproduction is excellent on very heavy gloss stock, and the sheer quality, quantity and variety of the action and scenic photography is truly impressive. It'll make a CV fan out of almost anybody. The price is $13.95 from your hobby dealer or postpaid from Carstens Publications, P.O. Box 700, Newton, NJ 07860.

Have you been looking for a decorator wall map of the U.S.A. to put up in your den or train room? *MAC Publishing,* Dept. F, P.O. Box 7037, Colorado Springs, CO 80933-7037, is offering a giant 33″ × 45″ full color map showing the major lines of 59 railroads of the U.S., Canada and Mexico plus cities, lakes, national parks and national monuments identified within the states and provinces. Nineteen color photos of railroads are bracketed around the perimeter of the map. It will be shipped rolled and postpaid for $24.95 (orders outside U.S.A. include $9.00 for surface shipping; overseas may specify air shipment for $21.00 shipping fee).

A real "sleeper" of a publication is *Small Railroads,* a 443-page hardcover book giving an inside look at the histories, equipment, financial structures and operations of nearly 400 small railroads in the U.S. It is published by the Association of American Railroads and may well become the standard reference book on short lines, designated operators, and the like. The one sample chapter we looked at was on West Virginia's South Branch Valley, and it gives an excellent look at this unique state-owned-and-operated common carrier which uses second-hand and Army surplus Alco locomotives. It's an excellent value at $18.00 from Department SR, Economics and Finance Dept., Association of American Railroads, 1920 L Street, N.W., Washington, DC 20036 (make check or money order payable to Association of American Railroads).

The 1982 edition of the *Steam Passenger Service Directory* is now in distribution from the Empire State Railway Museum, Inc., P.O. Box 666, Middletown, NY 10940. This 178-page softcover shows photos and lists the locations and operating schedules for the 1982 season of virtually every rail museum and tourist operation in the U.S. and Canada. It's an absolute must for anyone making vacation plans. Price is $4.50 postpaid.

The *Railpace Newsmagazine* is a very informative and entertaining well written and illustrated monthly publication now being prepared and distributed commercially by Tom Nemeth, Homer Hill, Bill Chaplik and Denis Connell of New Jersey. It has feature articles and railfan news primarily relating to activities in the greater Northeast with lots of well-reproduced photos. It's available by subscription at 12 issues/one year via first class mail for $33.00 or third class mail for $30.00; or six issues first class mail for $17.00 or third class mail for $16.00.

Calendar Call

Some folks really do plan ahead. By the end of May 1982 we had in our office not one, but *two* 1983 calendars to kick off the new season. The "Early Bird" winner for 1983 is the "North of Boston" railraod calendar from *The Brass Whistle,* P.O. Box 947, North Conway, NH 03860. This 11″×17″ folded-out wall calendar features black & white steam-era photos with reproduction ranging from good to excellent on heavy semi-gloss stock. Subjects include an MEC 2-8-0 and plow buried in snow, a BAR 4-4-0 in 1940 (what a little jewel!), a B&M 4-4-2 in 1911, a Springfield Terminal freight motor, and numerous vintage scenes of StJ&LC, Rutland, CV, B&ML, and B&M plus SR&RL two foot 2-6-2 and a substantially more contemporary 2-6-2 on the Conway Scenic. The price is $4.25 postpaid ($3.75 retail at gift shops like The Brass Whistle at North Conway).

But we said *two* calendars. Running a close second in the "Early Bird" honors is a stunning full-color 11″×17″ fold-out wall calendar from *Audio-Visual Designs,* P.O. Box 24, Earlton, NY 12058, featuring excellent reproduction on very heavy gloss stock of TP&W GP38-2s, a Reading 4-6-2 meeting a PRR green and pinstriped GG1, WP orange and green units, an NYC 2-8-2, ACL E6s, an N&W Y3a in action, a KCS white E8 on the *Southern Belle,* a Sante Fe 2-10-4 on the PRR, CV 2-8-0s, GB&W C424s, a C&S 2-8-2 and an Amtrak E60 on Hell Gate Bridge. It's a real beauty for $5.25 (N.Y. residents add sales tax). Audio-Visual also has an extensive line of high quality postcards and large 6″×9″ photo cards on subjects ranging from SP *Daylight* 4449 and UP 4-6-6-4 3985 in 1981 to N&W 4-8-4 611 in 1957 and NYC E-units and a D&H PA in the old Albany Union Station in 1968. Send for their full list.

Traction Publications by Joe L. Diaz

ELECTRIC RAILROADS OF INDIANA by Jerry Marlette. This is a 214-page, 8½″ × 11″, softbound, illustrated book covering in detail the story of street and interurban electric railways in Indiana from their beginnings. The author has likely produced the definitive work dealing with the electric railway industry in Indiana, for documented herein are the 192 companies that actually operated. In addition, the author states that more than 300 prospective companies filed papers of incorporation, and they are all listed as well, showing corporate titles, proposed areas to be served and dates of incorporation.

There is a great amount of very interesting material presented here, including several pages of timetable reproductions, employee passes, advertising material and stock certificates. There are over 250 photographs in this valuable volume, but, unfortunately, many of them are poorly cropped, and their reproduction with very few exceptions is very possibly the poorest quality we have ever encountered. Also included are several drawings of car equipment, mostly floor plans and some side elevations. It is priced at $17.95 from *Hoosier Heritage Press,* 520 North Campbell Avenue, Indianapolis, IN 46219.

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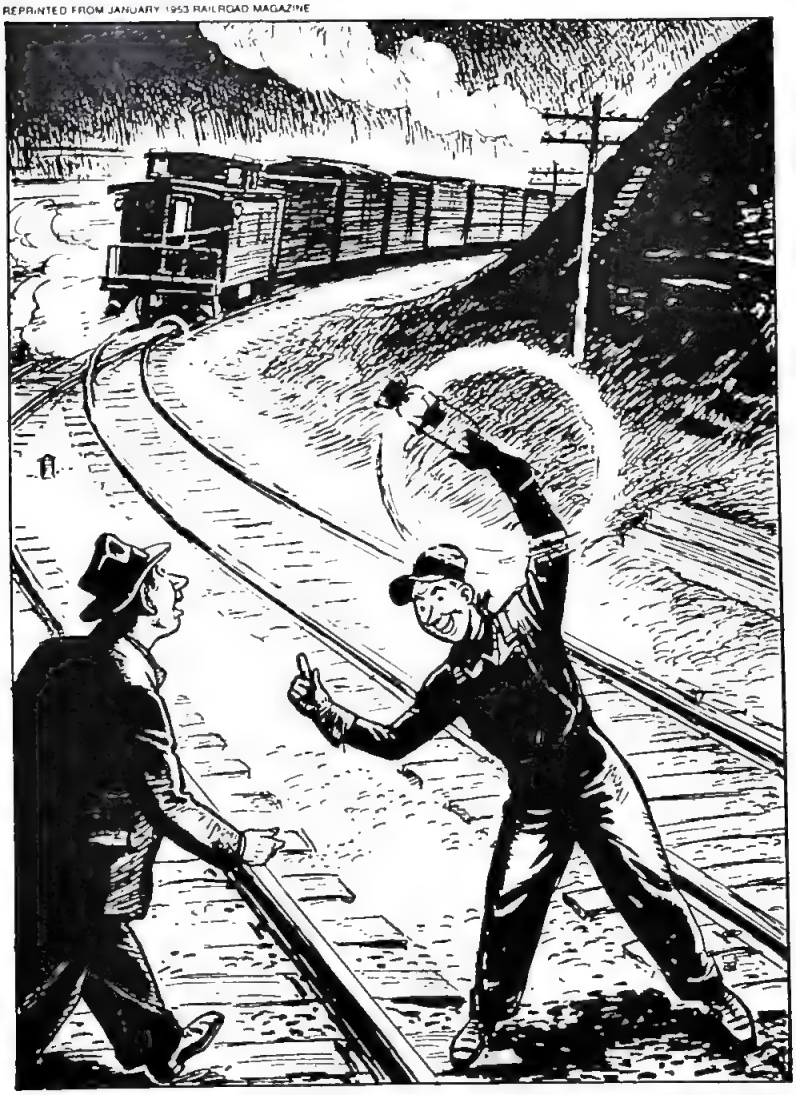

NOT ON THE WHEEL REPORT *JOE EASLEY*

"Look skipper, I got this highball swing down pretty good"

THE STREETCARS OF FORT SMITH, ARKANSAS by Charles E. Winters. This 52-page, 8½" × 11", softbound is an interesting, well-done look at street railway operations in Fort Smith beginning with the first horse-car operations in 1883. The first electric streetcar operation was begun in 1893 by the Fort Smith & Van Buren Electric Street Railway Light & Power Co. The growth and events of the Light & Traction Company, as the operation came to be known, is traced through the years in words and photographs in this interesting and well presented small volume. Over the years the company owned and operated over 70 passenger cars and a handful of work and service cars. At the cessation of service in 1933, a small fleet of single truck Birney cars were operating the service. At its peak, the company operated eight routes and an Electric Park.

This is a most attractive volume, with generally good photographic reproduction, some package/route maps, and an equipment roster. Chapter III is titled "Remnants and Restoration," describing plans and progress in the eventual restoration of two Birney cars and possible operation as part of a transportation museum. It is priced at $4.50 from *Fort Smith Historical Society,* 61 South 8th Street, Fort Smith, AR 72901.

NILES CARS. This is a 44-page, 14" × 10" softbound is an illustrated facsimile of The Niles Car & Mfg. Co. catalog in its early years, approximately 1905. Niles became well known not only for the workmanship and high quality of the cars it constructed, but additionally for their beauty. Presented herein are more than 40 examples of interurban and city cars built for electric railways as diverse as the Oregon Electric Railway, the Aurora Elgin & Chicago Ry. and the Southern Cambria Ry. Co., to cite a few examples. In addition to mechanical specifications, many car interiors are illustrated. In the majority of examples, the floor plan for each car is shown. In a few examples side elevations are included. The illustrations/photographs

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are well reproduced along with specifications and descriptions which are most informative. There is also a short section dealing with car trucks and wheels. Included here are photographs, drawings and detailed specifications. A very attractive publication edited by John Labbe and available at $9.95 from *The Caxton Printers, Ltd.*, Caldwell, ID 83605.

INSIDE MUNI, "Interurban's Special No. 79," by John McKane and Anthony Perles. This 256-page, 8½" × 11", hardbound is the second volume dealing with the history and operation of San Francisco's Municipal Railway; its companion, *The People's Railway*, "Special No. 69," was published in 1981. This volume is concerned with the properties and operations of the railway up to the present. The cars, equipment, the carhouses and routes are illustrated in over 400 photographs. Photographic reproduction is excellent. There are eight pull-out scale car drawings along with several maps and diagrams at the rear of the book. It is priced at $35.95 plus $1.50 shipping from Interurban Press, P.O. Box 6444, Glendale, CA 91205.

MOTIVE POWER RECOGNITION: 2, EMU's, by Colin J. Marsden. This 144-page, 4¾" × 7" softbound is a very detailed account of British Railways' Electric Multiple Unit equipment. At the close of 1980 there were a total of 7718 m.u. cars formed into 2204 inits. Multiple unit trains are very widely used throughout Great Britain, particularly in the Southern Region. This is an extremely well done book containing over 220 photographs, every one of good interest, and the photographic reproduction is excellent. There are complete specifications and details covering each of the more than 40 types described. Included are the Waterloo & City and Isle of Wright units. It is a very interesting book, priced at $5.50 from *Ian Allan Ltd.*, Shepperton TW17 A8S, England. Note: The above price represents the cost of currency exchange and shipping.

Book reviews

The Heisler Locomotive 1891-1941, published by Benjamin F.G. Kline, Jr., 920 Wheaton Ave., Lancaster, PA 17603. Hardbound, 200 8½"×11" pages, $20.00 plus $1.50 shipping.

While two of the three types of geared locomotives commonly used in this country (the Climax and the Shay), have been reasonably well documented from a historical and technical viewpoint, the Heisler has been almost totally ignored until now. Ben Kline, who is well known to logging and geared engine fans for *The Logging Railroad Era of Lumbering in Pennsylvania* series, has taken steps to rectify this situation. His newest book, *The Heisler Locomotive 1891 - 1941*, is an enlighting and readable history of a most intriguing machine.

Of the three major geared locomotive builders, Heisler was both the smallest and the last to enter the business. It did, however, build more than 600 geared engines and survived far longer than Climax. In fact, due in a large part to their unique enclosed gear train, the final ten years of Heisler's existence saw four times the sales volume that Lima got for its Shays in the same period. Unlike the Shay, which had its gear train exposed on the right side of the engine, the Heisler's drive was centered with all gears enclosed. While this made maintenance somewhat more difficult, apparently the reduced vulnerability of the drive to damage by debris and dirt more than made up for complexity in certain applications. Quarry and strip mine operators were especially pleased by this system and in later years became some of Heisler's best customers.

Mr. Kline's book is a nice blend of corporate history, mechanical specifications, illustrations and photographs. Printed on a glossy, coated paper and presented in a pleasing manner with very good photo reproduction, the book gives a very fine visual impression, which is borne out by the contents. Included are such niceties as cut-away drawings of the gear train, a complete builders/owners record, list of currently extant Heislers and over 200 photographs.

This is a fine example of what a locomotive history book should be like but all too rarely is: enjoyable, visually pleasing and historically significant. Mr. Kline and his co-authors are to be commended for a fine effort. We can only hope that they will continue to produce works of this quality—MAX S. ROBIN.

East Broad Top, by Lee Rainey and Frank Kyper, published by Golden West Books, P.O. Box 8136, San Marino, CA 91108. 256 8½" × 11" pages; $36.95.

Few fans are unaware of Pennsylvania's three-foot-gauge East Broad Top, although it has not received the constant spotlight that the railfan community reserves for the Walt Disney world of Colorado narrow gauge lines. The East Broad Top was more work-a-day with wooded valleys instead of Windy Points and quiet Saltillos instead of mountain-ringed Silvertons. And bituminous coal has never conjured up the magic of gold and silver—you never heard of the Daltons robbing the coal shipment!

The EBT sported large locomotives, steel cars, roller-bearing-equipped passenger cars, concrete bridges and heavy traffic. It was conceived and built in the late 1800s and survived as an operating coal-hauler until 1956 when it had the fortune to fall into the hands

JIM BOYD

THE AUTHORS of Golden West's new book *East Broad Top*, Lee Rainey (left) and Frank Kyper (right) pose at railfan weekend on May 1, 1982, with EBT President Joe Kovalchick and his wife.

of a scrapper that preserved and reincarnated it as a tourist operation in 1960—and leaving the equipment and structures of the entire railroad virtually intact in its 1956 "time freeze."

Rainey and Kyper, both long-time EBT fans, have done their little railroad proud. Their book is pleasant to look at, enjoyable to read, informative and more than slightly thought-provoking. It contains numerous non-photographic displays including maps of the railroad in general and track and structure diagrams of the individual towns and yards, as well as scale drawings of locomotives and equipment and a complete roster of locomotives and rolling stock.

The photographs include an excellent array of both roster and action shots as well as views showing the surrounding buildings, industries and countryside. The photo reproduction is quite good, although the publisher acknowledges that this first printing suffers from the use of a grade of paper slightly below Golden West's norm (the mill downgraded the quality of Golden West's "standard" paper to keep the price in line without informing the customers). The photo quality still ranges from fair to very good with the overall impression being good.

All aspects of the railroad and its "reason for being" are explored and explained, from the geology of the coal region to typical 24-hour operating patterns of sample eras. The EBT motive power was more than just the five surviving Mikados and two 0-6-0s, and this book documents their fore-runners well, along with much of the long-departed rolling stock.

One of the great delights of the East Broad Top is that so much of the railroad remains intact today, and an event like last May's railfan weekend can find three Mikes and two motor cars in action and still leave time for the visitor to seek out the Saltillo water tank, a couple of tunnels and the remaining and vanished structures at Robertsdale and Alvan stretched out along the weed-grown but essentially intact rails to the very ends of the line. One could consider this volume to be the textbook—and today's EBT as the ultimate lab workshop for narrow gauge fans—MAX S. ROBIN.

The Life and Times of America's Blue Yodeler, Jimmie Rodgers, by Nolan Porterfield, published by University of Illinois Press, Box 5081, Station A, Champaign, IL 61820. 460 6¼" × 9¼" pages, hardcover, $15.00.

It is almost a cliche to state that during the first third of this century America was a nation on rails. The importance of the railroads and their effect on the people and culture during this period can hardly be overestimated. As the century progressed that influence diminished because the average person's imagination was caught by the automobile and flight or was dulled by the privation of the Great Depression. In many ways, however, the romantic influence that the railroads had in the early years of the 20th Century is still with us and is still very evident in some "Country and Western"

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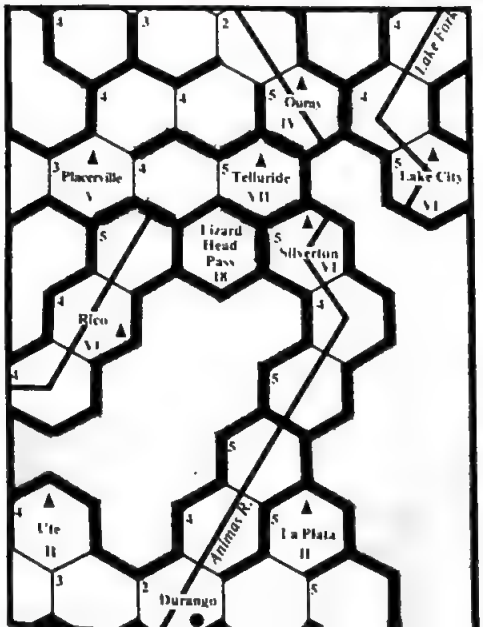

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music; a music that has been so popular for so long in most parts of the nation that it can be called our national folk music.

James C. Rodgers was a wanderer and a dreamer who loved the railroads. It was his great ambition to be an entertainer, a singer, but he knew he didn't want to do the "Blackbottom-Charleston-Jazz Music Junk" that was popular at the time. He wanted to do *his* music, *his* way, and he worked tirelessly to perfect it: his way. In so doing he identified America's music, popularized it and gave it meaning. Listening to Jimmie Rodgers' music today, nearly fifty years after he performed it, finds most of it as fresh and vibrant as in his day, and with a lot more feeling than most of the stuff that comes out of "Nashville" now.

Jimmie Rodgers is acknowledged to be the father of country music, a claim that is somewhat far-fetched because the basic parts of his music had been around for some time before he became popular. Simply put, Rodgers took the Blues of the South and made it popular in a broader area of the nation. This is not meant to detract from his contribution to American music, for had it not been for Jimmie Rodgers, Blues might have remained "Black" or "Race" music for generations. Rodgers, of course, added his distinctive yodel and unique guitar style to the music and in the context of that time gave Blues a step upward in "respectability" by making it "Hill-billy"—a term he evidently did not relish.

With thorough and painstaking scholarship, Nolan Porterfield has developed the biography of Jimmie Rodgers from interviews with people who knew, or claimed to know, the singer and from exhaustive studies of old letters, documents and newspaper files. It is indeed an authoritative work, fully documented and notated, but by no means dull. It reads as well as any novel, and besides giving the life story of a man also paints a vivid picture of the era and culture in which he lived. A reader who is attuned to the subject can almost hear the music, not only of Rodgers but of the 'teens and 'twenties, through Porterfield's prose. Likewise, the restlessness of that time and its excitement (the 'twenties *did*, in fact, roar) comes through in Porterfield's writing and catches the reader up in its impelling story. Even though the railroad aspects of the period are touched upon lightly, the "feel" of the time of the "big eight-wheel driver" is made real, as are the anonymous lives of the railroaders who had so much influence on Rodgers' music. The

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author's description of the struggles of a small-time entertainer just trying to be heard, sound so familiar, are so real; Lord, things ain't changed much in 50 years.

This is a very attractive book with excellent printing and very good halftone reproduction considering the probable quality of some of the originals. In addition to the extensive text in which the chapters are very logically organized by important periods in the subject's life, there is a complete discography and compilation of recorded "show dates" that Rodgers presented as a part of the dying Vaudeville and tent show circuits. A thorough study of the legendary Ralph Peer who, in effect, discovered "Hill-billy" music and hence Jimmie Rodgers, gives a fascinating insight to the early recording industry. The tragedy of Rodgers' fatal illness is dealt with taste and discretion. There is none of the morbid overdramatization one might expect of a true rags-to-riches story such as this. Many of the cornball myths that have developed about Rodgers, some of which he started himself, are refuted, while other legends are substantiated. Much to Nolan Porterfield's credit, his obvious admiration for the Blue Yodeler has not affected his scholarly investigative approach to the subject.

Jimmie Rodgers identified and established the basic folk music of modern North America, a music based upon the rhythm of the rails, not just songs about trains and railroaders, hobos, the police and their women, but of the very movement of them, the tempo of their lives and the restless, often rebellious nature of their spirit. The rolling of the trains, the wail of the whistle in the night—or the note of the air horn and distant throb of the engines, in today's context—this surging forward motion is found in his melodies, lyrics and in that wonderful beat he captured from his "eight-wheel driver." The music of Jimmie Rodgers and his successors is an experience a railfan can enjoy and perhaps identify with. However, if you spend any time at all listening to one of the proliferating "Urban Cowboy", Top-40 country music radio stations, you may decide that the Father of Country Music might wish that his offspring had been stillborn. Porterfield points out that Rodgers was constantly faced with the difficulty of avoiding the commercial clap-trap of Tin Pan Alley that the recording company wanted him to do. Unfortunately, most contemporary country singers do not avoid today's version of the moon/spoon/June schlock that the Nashville song writing hacks *think* is America's music. "So, it *sells*, doesn't it?" Most of these "Rhinestone Cowboys" probably can't tell the difference anyway.

Rodgers' successors are those performers producers and writers who steadfastly insist upon building upon the legacy of the Blue Yodeler, and in playing *their* music *their* way. Because they have rebelled against the Nashville music factories, in favor of music over money, they have been stuck with the stupid label of "outlaw," a term meant to imply the wild-eyed hippy, drug junkie or drunk. Actually these "outlaws" understand what this music is all about more than Nashville ever did.

The foremost of these performers is, of course, Waylon Jennings, who's influence on this music today is such that he has earned a place of honor beside Jimmie Rodgers and Hank Williams. Riding a locomotive cab and going to a Waylon Jennings concert are pretty similar experiences. Those who say that Jennings is adding the influence of Rock just haven't been listening. It's Country Blues, gang, not Rock—unless you want to make the Singing Brakeman the Father of Rock 'n Roll too. You don't suppose ol' Waylon's a railfan?

Fortunately Jimmie Rodgers has other successors, too. Johnny Cash and Merle Haggard are both certifiable railfans. The Hag's album *Same Train; Different Time* is one of the best—if not *the* best—expression of Rodgers' music. The lesser known, and unfortunately seldom heard, J.J. Cale and John Prine have in their original music much of the feeling that is being discussed here, and so does, believe it or not, Englishman Eric Clapton (of *Cream* fame) on some of his Blues albums like *Slow Hand*. Funny thing is those last three aren't even "country."

There are others who are keeping the musical style that Jimmie Rodgers pioneered alive. Notable among them is a relative newcomer, a girl with the unlikely name of Juice Newton, who actually seems to structure some of her material the way Rodgers did. She certainly delivers her songs with the same sort of spirit. They'll probably be calling her the next Patsy Cline, but before they do, compare her *Shot Full of Love* or *Texas Heart Ache* from her *Juice* album with Rodgers' *Travelin' Blues* or *California Blues*. All that good gal has to do is yodel.

Nolan Porterfield's book clearly identifies what Jimmie Rodgers' music is all about and gives some pretty valid critiques of some of his best known songs. The Country Music Industry could learn a lot from this book if it cared to, but the best guess is that it won't. Perhaps railfans will. They're sure to enjoy every word of it—JOE TAYLOR.

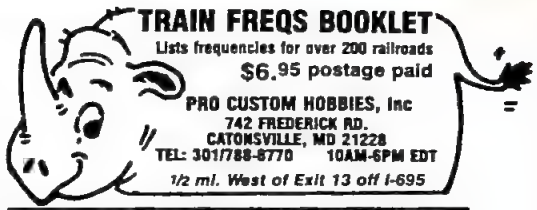
Camera Bag

BY JIM BOYD

Slide longevity

Our column in the May '82 issue, "Light damages slides!," really stirred up some folks. A reaction from an unexpected quarter came from commercial slide producer Al Chione of Durango, Colorado, who said that he suddenly got a rush of complaints from his customers asking why he was using the "short-lived" Ektachrome for his duplicate slides instead of the more durable Kodachrome (we had observed that 20-year-old Ektachromes are already showing severe color deterioration, while even older Kodachromes seem unchanged).

Like most commercial slide duplicators—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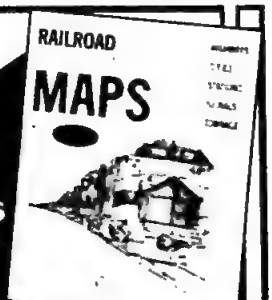

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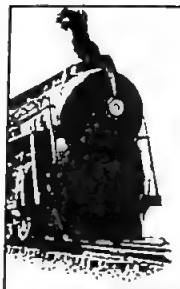

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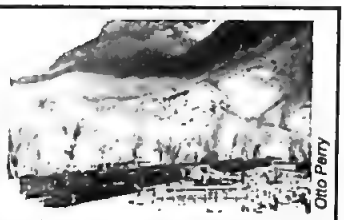
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and Kodak itself—Al uses the new Kodak Type 5071 Ektachrome, a special low-contrast emulsion designed specifically for duplicating. The basic problem in any duplicating system is the build-up of contrast, and since Kodachromes are inherently contrasty emulsions, they are very poor for use as duplicating films. To quote Chione, "I tried Kodachromes, and the build-up in contrast—especially steam locomotives—would make a weathered black locomotive block up in the dark areas so much that it looked like a fresh paint job right out of the shop! The new Ektachrome 5071 makes vastly superior duplicates."

It seems that the culprit in the deterioration of the earlier Ektachromes was not so much a problem in the formulation of the film as it was a weakness in the pre-E-4 processing chemistry (Kodachrome has always used a totally different emulsion formulation and processing chemistry, which has given that film an excellent track record for stability and longevity.) The following is a letter from Henry J. Kaska, Public Information Director for Kodak in Rochester, addressing the issue.

"Your column, 'Light Damages Slides,' in the May 1982 issue states: 'Ektachrome, however, does not fare so well and is only able to hold up between ten and 20 years.'

" The fact is the Ektachrome films for Process E-6 shouldn't show a 'perceptible' dye loss for at least 50 years when stored in normal room conditions (75°F, 45 percent relative humidity). I use the word 'perceptible' in a general way. It means that you might be able to see it but not always. If you had an unchanged original to compare it with, you could measure the density loss. But we're talking about a dye loss that is so slight, it is likely to be imperceptible to anyone except a photo scientist using a densitometer. It's a measure of quantity and not quality. And it by no means is to be equated with the life expectancy of the slide.

"Kodachrome 25 and 64 films are a notch better in dark stability. There should be no 'perceptible' dye loss for at least 100 years in normal room conditions. Ektachrome films, however, have the edge in light stability."

What this adds up to for today's slide customer is that the use of Type 5071 Ektachrome will give duplicates vastly superior to anything that was commercially available in the past and that have a life-expectancy of over 50 years when properly stored. Using today's "100-year lifetime" Kodachrome would result in longer-lasting slides of noticeably inferior initial quality. The 20-year life-

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time that we have observed of 1960s-era Ektachrome is a problem that has been resolved in the new E-6 developing process, and today's Ektachromes should have a life span equal to that of the older Kodachromes.

On a related topic, the following letter is from veteran photographer Ara Mesrobian of Chevy Chase, Maryland:

"I have to take partial exception to your comments on color deterioration of Anscochrome. You are quite right if you refer to 35mm slides, but 2¼×2¼ or 1⅝×2¼ size slides made from Anscochrome roll film are a different world. I have several hundred of these large slides that date from the late '50s whose color is unchanged, and whose pastel shades, I consider, are superior to all the Kodachrome types I have used since 1950.

"I have no idea why the roll film slides are so superior to the 35mm slides. Perhaps the formulation was different, or the fact that they were processed by Ansco instead of the local drug store made the difference. I'm sure storing them in metal slide boxes from the start didn't hurt, though the few 35mm Anscochromes I have did not hold up."

There's the clue again, processing: factory versus "drugstore." I have always been a believer in factory processing, even when it was more expensive and took longer to get back (I'll never forget the 1968 Ektachrome of N&W's *Pocahontas* along the towering cliffs at Pembroke, Va., streaked and ruined by "drugstore" processing).

Joe Kubus of West Linn, Oregon, sums up a lot of our feelings about this matter:

"After reading the CAMERA BAG on how light damages slides, I felt rather uneasy knowing that my Kodachromes will eventually fade away. Though I may not live another 50 years, I like to think of my slides in terms of immortality—to hand down to the next generation, etc.

"Romanticism aside, much of what was mentioned in the column is just plain common sense—to store your slides properly."

That's the key, common sense. Film manufacturers are constantly striving to improve their films in quality and stability, and we won't be seeing the problems with today's films that are becoming so noticeable with yesterdays 20-year-old images. But you have to do your part by storing your slides in a dark, cool place with moderate humidity. And this might be a good time to consider having your older Ektachromes duplicated on the new 5071 film to add another half century right now to the preservation of their images.

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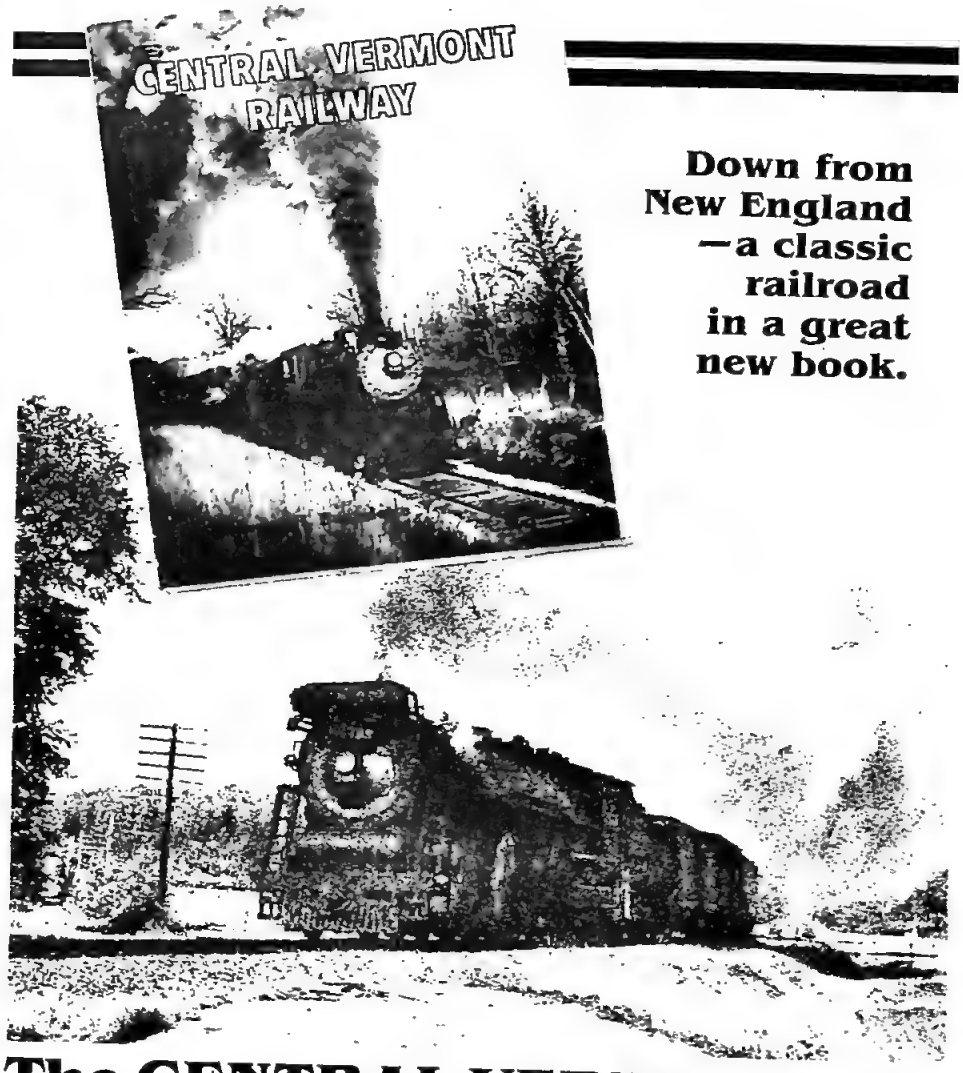

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TRANSIT CURRENTS

Reagan and transit

What will be the impact of the policies of the Reagan Administration on urban rail transit? The political and economic signals are very mixed at the present time, but cutbacks in federal support seem to be the order of the day. An important factor is that the reauthorization of the Urban Mass Transportation Act of 1964, as amended, has to be carried out in 1982 or all the programs of federal aid to transit will cease. This year will be an interesting and critical one for transit.

The original proposals of the administration, as put forth by Office of Management and Budget Director David Stockman early in 1981, did not give the transit industry much to be cheerful about. There were some budget cuts in 1981, and the 1982 transit budget is smaller than 1981's. The proposed cutbacks in operating aid over the next few years, with elimination of federal operating aid by 1985, was viewed as the most serious blow to the future of the U.S. transit industry. The threat of this action has already meant cutbacks in service and higher fares for both rail and bus services. Patronage, which has been rising fairly steadily since 1973, has begun to slide downward. How much of the slack can be picked up by state and local government is debatable, especially because these levels of government are in fiscal trouble due to the recession.

For rail transit, the administration's position on capital aid is perhaps as equally serious as the potential drop and eventual elimination of federal operating aid. Stockman proposed that rail projects already well under way should continue to completion. Construction of rapid transit lines in Atlanta, Baltimore and Miami should continue, as well as completion of the light rail line in Buffalo. Portland has been assured that it will be able to build its new light rail line. All this might be increasingly difficult and the work may have to be stretched out over a longer period as the proposed federal capital funding is to remain at about the 1981 level until 1985 or 1986; after that it would begin to rise once more. Competition for the limited capital will be very vigorous. Inflation in that period would, of course, mean that what was essentially the 1981 level of funding would be worth less and less.

The administration also took the position that rejuvenation and extensions of existing rail transit services would be given priority over completely new starts. Indeed, for a time it appeared that the administration was totally opposed to any new rail starts. Secretary of Transportation Drew Lewis spoke out on this issue and clarified it; he said that justifiable new starts would most certainly be considered for federal support when the economy is once again robust. Even so, there was real concern in cities prospecting the possibility of new starts in rail transit that federal planning aid would stop for rail projects. This would be a serious blow to progress because of the long lead time required for the design and planning of rail transit as well as its construction. Again, the position of the administration appears to be somewhat favorable to the provision of some planning money for projects that appear sound.

The new starts for heavy rapid transit in Honolulu, Los Angeles and Houston appear jeopardized by the policies of the administration, although the latter two cities have both taken steps to find the local 20% share for what would be potentially the largest rail transit projects of the next quarter century. Light rapid transit may be benefited by the proposed Reagan policies because of its lower construction cost. Especially attractive would be projects that could use existing railroad or highway rights-of-way and would require little or no grade separation.

It is very difficult to predict the course of the reauthorization of the federal transit programs or future appropriations levels. Congressman Howard of New Jersey, Chairman of the House Committee on Public Works and Transportation, plans to combine the transit and highway authorization into a single Surface Transportation Act of 1982. The strategy is based on the belief that a bill favorable to both transit and highways would offer Congress strong support and would, therefore, stand a better chance of a more positive level of authorization and appropriations. Transit lobbying forces are working to build a strong coalition with highway interests to secure the best possible bill. The Senate may not go along with this; Senator Lugar, Chairman of the Subcommittee of Housing and Urban Affairs, already tried in 1981 to write a reauthorization of the Urban Mass Transit Act by itself along the general lines of the administration's professed policies. Moreover, even if Congress passes a generally favorable transit bill, the President may veto it.

It is likely that the reauthorization and fiscal 1983 appropriations will be the product of a great deal of compromise and provide observers with a real cliff-hanger if passage is to be gained before September 30, 1982. The fate of rail transit is cloudy and is likely to remain so until the economy is once again healthy.

Susan and the cable cars

In San francisco, a new automatic fare-collection device on the cable cars will accept only Susan B. Anthony dollars. This doubling of fare on the cable cars is expected to help pay for the massive reconstruction work on the cable system that will get under way in the fall of 1982. It may also do something for the popularity of the Anthony dollar! As a reminder, if you are planning to visit San Francisco in 1983, don't expect to ride the cable cars because they will shut down after the tourist season of 1982 for major repairs to the entire system. The task is expected to take at least a year and cost approximately $60 million. It will probably be 1984 or later before those pining to ride a real San Francisco cable car will have the whole system once more available to them.

Pacific Electric revisited

The last portion of the old Pacific Electric to offer passenger service was the segment from downtown Los Angeles to Long Beach. On March 24, 1982, the Los Angeles County Transportation Commission agreed to begin the preliminary engineering and environmental studies for 22.5-mile light rail line from downtown to Long Beach; that would wake up the first portion of the proposed county-wide network of modern street car services.

Robert McVay of Los Angeles sent some interesting information about what's being discussed in the way of light rail in Los Angeles these days. A number of light rail routes have been proposed for study. In addition to the Long Beach line, which will be the first one to be investigated, a 17.8-mile line on Exposition Boulevard may be considered along with an 11.1-mile route along Santa Monica Boulevard. Other possibilities are a 33.2-mile line through the San Fernando Valley, a 17.4-mile line to Los Angeles Airport, and a 25.3-mile line along Firestone Boulevard to Fullerton.

There is some concern in Los Angeles political circles that the work on light rail systems may deflect interest and attention from the proposed heavy rapid transit subway under Wilshire Boulevard. This is one to keep our eyes on over the long haul.

Farewell to Jackson Park?

March 4, 1982, saw the closure of the Jackson Park elevated line in Chicago. Explaining why, the Chairman of the Chicago Transit Authority said that inspectors had found serious steel deterioration in the 90-year-old bridge over the Illinois Central Gulf tracks at 63rd and Dorchester.

Writing in the *Chicago Tribune*, David Young, the transportation writer, says that interviews and documents show that there has been a systematic ten-year effort by the city and the CTA to close the line by refusing to spend the money necessary to restore the structure. Cutbacks in transit funds by the Reagan Administration will probably result in permanent closing of this portion of the elevated. Elevated service on the Jackson Park line now stops at the 61st Street station.

Progress in Portland

March 26, 1982, was a banner day at Ruby Junction, just east of Portland, Oregon, when groundbreaking ceremonies for the Banfield Light Rail Line were held. Ruby Junction itself will be the site of the maintenance and operation center for the line. Senator Mark Hatfield and Oregon Governor Vic Atiyeh were in attendance at the ceremonies; at the conclusion a trolley car from The Trolley Park of Glenwood, Oregon, appeared, hauled in on a flatbed truck. Full operation of the Banfield Line is expected by 1985.

The eastern end of the Banfield Line will operate along the remains of the Bull Run Line of Portland Traction. This still sees some freight action, but it appears unlikely there will be much freight operation in the future. One major customer is relocating on the Union Pacific and traffic is also drying up because of lumber mill closures. If the possible cutbacks take place, there will be only 3.75 miles of the old Portland Traction Line left.

It is interesting to think of the many rail lines now being constructed on the same right-of-way—or at least in the same corridor—once occupied by former interurban and

suburban electric lines. Maybe that's a good way of deciding where to build new electric rail lines?

Cars for Buffalo

Buffalo's new light rail rapid transit vehicle will feature energy savings through regenerative braking and its chopper control system. There will be 33 of these double-ended vehicles in the Buffalo fleet, manufactured by the Tokyu Car Corporation of Yokohama, Japan. While operating in the subway there will be platform-level boarding; while operating at grade, folding steps will permit passengers to easily board and alight. Vehicles will be equipped with two-way emergency intercoms and will also contain accessibility features for wheelchairs and wheelchair lockdowns.

The new cars will be 66 feet 10 inches long and 8 feet 7 inches wide. Each side of the car will have three 45-inch wide doors. The empty weight of the car is 66,000 pounds. The designed seating capacity of the cars is 49 persons; they have a rush-hour capacity of 143 persons. In a pinch, the maximum capacity of the cars is 217 riders. Underground the vehicles' maximum speed will be 50 miles per hour with a 28-mile-per-hour maximum on the surface. The approximate cost for each vehicle is $630,000.

The Mon Incline

At long last the Monongehela Incline (nicknamed the Mon Incline) may be refurbished in Pittsburgh. Jim Cerny informs us that the promises of seven years ago may finally be kept within the next year or so.

The Mon Incline was constructed in 1870 and was the first of 17 incline railways that scaled the hills of Pittsburgh by 1890. Fifteen of the inclines have been discontinued; the only other one left is the Duquesne Incline. The Mon Incline has two cars which climb the hillside of Mt. Washington at a 35-degree angle over 634 feet 9 inches of track. The cars are attached to cables in counterbalance fashion and travel at a speed of about six miles an hour. The trip between the bottom at Carson Street and Grandview Avenue on Mt. Washington takes about 1 minute 45 seconds. To do the renovation, the Mon Incline will be taken apart and put back together again. The project is expected to cost about $3 million. The Port Authority Transit, which operates the incline, has been forced to shut it down when temperatures fall below zero. The temperature changes cause track to expand or contract by as much as 8 inches, and the ironwork in the lower reaches becomes brittle in cold weather.

Two new cars will be built from aluminum frames that have been sitting in the South Hills car barn ever since the ambitious plans to refurbish the incline surfaced in 1975. When the old cars are dismantled, every effort will be made to duplicate as many of the old architectural features of the vehicles as possible in the new cars. The cars will still be triple level and designed to hold seven passengers in each of the three compartments.

The concrete abutments at the upper and lower stations will be strengthened as well as the 14 other piers that run the length of the hillside. The electrical equipment will be upgraded and an emergency generator added. There will be a new control panel constructed, and extra TV monitors and a new intercom system will be installed. The closed waiting room in the lower station on Carson Street will be reopened. Let's hope that this project gets off the ground this time.

Transit book survey

As a college teacher of transportation subjects—including mass transit—I'm often asked by students and others what are the best half dozen or so books in the field of public transportation in general and urban rail transportation in particular.

So, let's run a survey: I'm asking you readers to send me a list of the six books that you think are the most informative in the field of overall public transportation and in rail transit. You can put books on your list that deal with both subjects together, or books that just treat on one of the subjects. I'll tabulate the results and see what our readers think are the best books generally available on the subject. Use the address at the bottom of this page.

Something old, something new

March 20, 1982, saw the first slab of concrete poured for the new Midtown subway station in Pittsburgh. The concrete had to be pumped through a 110-foot-long hose into the wooden form. The Midtown Station, bounded by 6th Avenue, 5th Avenue and Grant Street, is the point where the light rapid transit route from the South Hills will divide into two lines—one to Gateway Center beneath 6th Avenue and the other through the old Conrail tunnel to the Pennsylvania Station.

Something unusual and old is part of this new development: The Anjo Construction Company, which is building the Midtown Station, purchased seven sections of the elevated roadway track of the old Westinghouse Skybus. The steel beam and concrete sections will be used to support to timber decking that will carry traffic over the subway excavation at the 6th Avenue and Grant Street intersection. Jim Cerny provided this information and will be keeping us up to date on the construction of the Pittsburgh subway.

Electrification of GO Transit

The government of Ontario operates a first-rate commuter service in the Toronto area known as GO Transit, and it has been seriously considering electrifying the Lake Shore Line between Hamilton, to the west of Toronto, and Pickering to the east. At the moment there are eleven Canadian engineering consultants hoping to have their Lake Shore electrification proposals accepted. One of these firms will be chosen in the near future for the projects design phase.

This is more of a challenge than it may seem at first. It would be the first heavy-rail electrification in Canada since the Montreal tunnel was completed in 1918; as a consequence of the long time span, there is a dearth of electrification knowledge in Canada. If this electrification does occur, it will be the first major new electrification of a commuter line in many years in all of North America.

Flashes

In the New Jersey-New York area, the PATH rapid transit line handled a record of 48 million riders in 1981. This is 8.2% above 1979's total of 44.27 million, which was the previous record. The strike on PATH in 1980 cut ridership in that year to only 36 million passengers.

In San Francisco, BART will spend $19 million to improve the fire resistance of its car fleet. BART has been concerned with the issue of fire ever since the blaze aboard a train in the TransBay tube. The project will involve replacement of existing car-interior liners with fire-resistant materials, as well as placing such materials in the side walls and ceilings to serve as a fire stop. The interior of the car roof is to be covered with fire-resistant paint, selected floor panel areas will get a protective covering, and brake grid heat shields will be installed.

BART is also currently modifying 35 of its A cars (the ones with the slanted end that contains a cab) into B cars, with cabs, in order to increase operating efficiency and carrying capacity. In March of 1982 BART was carrying an average of 185,000 passengers a day; 150,000 a day were carried a year earlier. By 1986, it is expected that ridership will run between 250,000 to 300,000 a day.

LONDON Transport plans to spend $120 million on station modernization programs on the older parts of the underground. Stations will be given an identity, as, for example, profiles of Sherlock Holmes at the Baker Street station.

In Osaka, JAPAN, the local transit operating agency discovered that a good way to save money on building a subway is to use smaller cars. Subway construction costs in Japan exceed $110 million per kilometer as compared with $51 million per kilometer in Washington construction. The Osaka Transport Bureau has miniaturized the subway car motor permitting a reduction in the dimensions of the car and, therefore, the size of the tunnels needed for the system.

Mark down Genoa, ITALY, as another city jumping on the high-capacity, light rapid transit bandwagon. A major reason for the switch back to streetcars (trolleys last ran in Genoa in 1966) was the fact that the diesel buses that replaced the cars are an environmental nuisance in the narrow, center-city transit tunnel. Six-axle articulated cars with a capacity of 180 passengers will be used. They will be equipped with chopper control and regenerative braking. Nine LRTs are supposed to be ready by late 1983 for the initial 3.85-kilometer line. Another 4.4-kilometer line is on the drawing boards, and several more are being planned; apparently the original line through the tunnel will be the main trunk.

PLEASE SEND traction news and correspondence directly to Prof. George M. Smerk, Institute for Urban Transportation, 809 E. 9th St., Bloomington, IN 47405.

Railnews

C&NW'S "PROSPERITY SPECIAL" It was a truly remarkable undertaking for a big railroad. In April 1982 the Chicago & North Western borrowed its former R-1 4-6-0 1385 from the Mid-Continent Railway Museum, gave it a quick overhaul in the Green Bay shop and turned it loose for National Transportation Week with a publicity train including a GP50 and variety of modern freight cars. The train was dubbed the "Prosperity Special" in honor of Sam Vauclain's train of the same name which carted its consist of 20 brand new Southern Pacific 2-10-2s from Baldwin in Philadelphia to the West Coast 60 years ago to the month "to create a spirit of optimism throughout the country by giving tangible evidence that prosperity is really returning"—in Vauclain's case, that was referring to the post-World War I depression. The C&NW 1982 "Prosperity Special" displayed for the C&NW Historical Society convention in Green Bay on May 15 and then headed south for Milwaukee on Sunday, the 16th, making stops at Manitowoc and Sheboygan. After spending the week at Butler Yard in Milwaukee, it moved to Jones Island for display the next weekend and then moved out Sunday for Janesville with stops at Kenosha, Waukeegan, Arlington Park, Crystal Lake and Harvard, Ill. On Monday, May 24, it went to Madison and then on "home" to North Freedom, Wis., on Tuesday, May 25. At Madison it met the eastbound circus train from the Circus World Museum at Baraboo to Chicago—powered by three of the C&NW's "Presidential Fs," now repainted in the new safety yellow and renumbered 400-403. The only discordant note was the weather, which gloomed on most of the moving days.

NORFOLK SOUTHERN The N&W and Southern formally consummated their consolidation as subsidiaries of Norfolk Southern, proposed in June 1980 and approved by the ICC on March 19, 1982. Chairman and chief executive officer of NSC is Robert B. Claytor, of the N&W; with Harold H. Hall, of the Southern, as president and chief operating officer. The two railroads will retain their operating entities, although moves will be made to utilize direct interline routes, run-through trains and consolidation of terminals where there is duplication. An immediate example of this was the move of the N&W out of its Clare Yard in Cincinnati into Southern's facility at Ludlow, Ky.

GRAHAM CLAYTOR TO AMTRAK On June 10, 1982, the Amtrak board of directors elected W. Graham Claytor, Jr., to replace the retiring Alan Boyd as president of the National Railroad Passenger Corp., as Amtrak is formally known. Well known and respected by the railfan community, Claytor served as president and chairman of the profitable and well-managed Southern Railway before his retirement from that post at age 65 five years ago. Since that "retirement," he served the Carter administration as Navy Secretary and Deputy Defense Secretary as well as a brief stint as acting Transportation Secretary.

It is ironic that it was Graham Claytor who kept the Southern out of Amtrak on its inception in 1971 and continued to run his *Southern Crescent* well into the Amtrak era as one of the nation's finest passenger trains before it, too, was finally incorporated into Amtrak in February 1979. Mr. Claytor is probably best known, however, for his creation of the Southern's steam program, which continues today under the stewardship of his brother, Robert Claytor, chairman of Norfolk Southern.

It is also worthy of note that another executive associated with steam locomotives, none other than Ross E. Rowland, Jr., became a member of the Amtrak board of directors a short while before Alan Boyd announced his retirement. Rowland, a Wall Street commodities broker, was the creator of the *American Freedom Train*, supplied the two 4-8-4s for the Chessie's recent steam ventures, and is presently heading up his American Coal Enterprises, which is developing the ACE 3000, the first "second generation" steam locomotive. Does this mean we'll be seeing ACE's or 4-8-4s on Amfleet or Superliners? Not likely—for now—as both Claytor and Rowland are practical and realistic executives first and steam enthusiasts second. However, they are both well known for their creative use of public relations, so Amtrak should be well worth watching for a while.

NORFOLK SOUTHERN STEAM Since the consummation of the N&W/SR merger under the Norfolk Southern Corporation on June 1, 1982, the question of the SR and N&W steam excursion programs has been resolved with the creation of the "Norfolk Southern Steam Operating Department," under General Manager-Steam Operations Jim Bistline, set up separately from the two railroads and under the direct administration of NS Chairman Robert Claytor. Working out of the SR steam shop in Birmingham, Ala., the SR's ex-C&O 2-8-4 2716 was already well into a full 1982 excursion schedule, while work was being continued on N&W Class J 4-8-4 611. Although a July debut was anticipated for the 611, that date was pushed back to August when some additional problems were discovered in the running gear and Timken had to tool-up to produce some new roller bearings (the 611 was preserved in excellent condition, and its overhaul has been remarkably uneventful). At press time, the 611 is scheduled for a ferry move from Birmingham to Roanoke on August 20-22, with a Roanoke-Norfolk trip and ferry move to Alexandria set for Labor Day weekend (see TIMETABLE). Additional trips with the 611 for this fall are in the planning stages.

UTAH RAILWAY ALCOS The news in early June from the Utah Railway is bad for Alco fans. It is reported that the Utah has shut down *all* of its Alcos (RSD4/5s, ex-C&O/LS&I RSD12s and ex-AT&SF RSD15s), finding it cheaper to operate with leased UP SD40s. The big Alcos are reportedly up for sale with four RSD4s expected to be retained.

RAILROADS SHUT DOWN With business depressed and seasonal slow-downs at hand, a number of railroads are taking "extended vacations." The entire Bangor & Aroostook is shutting down for ten days in June as the on-line paper mills close for vacations, and the F-units on U.S. Steel's Atlantic City, Wyoming, operation will be shut down for about a month at the same time as ore stockpiles are now full. Similarly, the Fs on the USS/B&LE Western Allegheny have gone for weeks without running as a slump in the coal market has loadings severely reduced. In upper Michigan, a downturn in ore traffic has drastically reduced the number of C&NW Alcos in service, although C628s, C425s and RS32s can still be found working while lines of GP35s and GP30s are stored silently nearby.

THE FIRST ANNIVERSARY If you got anywhere near "Railfair '81" and the opening of the California State Railroad Museum at Sacramento last year, you probably got the feeling that this was too grand a venture to have one big blow-out and then wither into dust. You were right! The museum, SP, Short Line Enterprises and Pacific Locomotive Association joined forces on May 1-2 and 8-9 for the First Anniversary celebration of the museum's opening which included SP 0-6-0 1269 and Short Line's Cooke 4-4-0 No. 8 under steam and handling excursions from the museum yard to Miller Park and return—and the museum reports that they took in 14,000 paid fares in the four days! As Pacific Locomotive Assn. intends to leave the 1269 at Old Sacramento, this may be just the beginning. The SP Walnut Grove branch along the levee where the trains were run (and the UP Challenger was serviced during Railfair) passes over the very spot where the Central Pacific began its race to Promontory—JACK SMITH.

KYLE RAILWAYS One of the biggest names in small railroads, Kyle Railways, Inc., has expanded its operations into two diverse areas. Stan McInturf and Joe Bispo report on the first:

"On March 1, 1982, the states of Colorado and New Mexico awarded a one-year contract to Kyle for the operation of the Cumbres & Toltec Scenic Railroad from Chama, N.M. to Antonito, Colo. Under Kyle management, the 1982 operating season will extend from June 11 to October 10 with daily round-trip trains from Chama and Antonito to Osier. K36 Mikados 487, 488 and 489 will be in service this summer. Using former narrow gauge flatcars with steel underframes, the Antonito shop is constructing seven passenger coaches for use during 1982 with four expected to be ready for start-up in June. The first C&TS train to be operated by Kyle was a three-car freight on April 29 from Chama to Lobato Trestle for company photographers and to serve as a break-in run for the 487 following Federal boiler inspection, rebricking the firebox and running gear work."

Meanwhile, up in Kansas, Kyle relieved the BN and took up operation of the former-Rock Island trackage from Goodland east to the Sante Fe interchange at Courtland (see RAILNEWS, July '82 R&R) for

WILLIAM A. RAIA

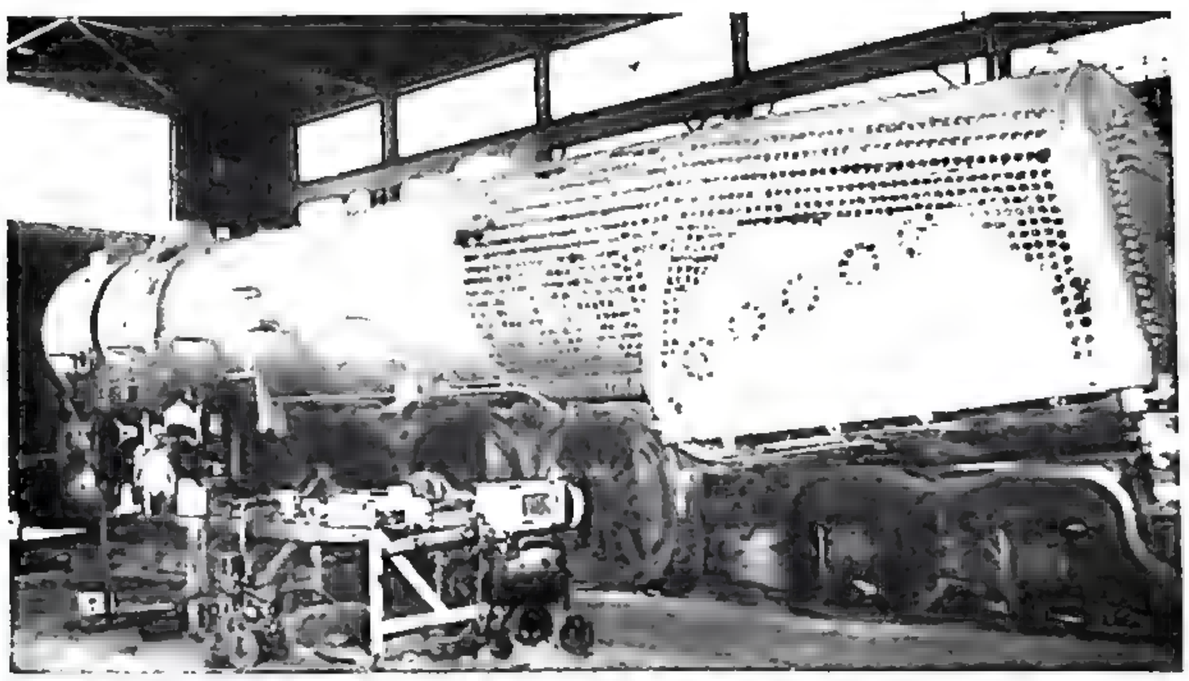
C&NW'S "PROSPERITY SPECIAL" crossed the Wisconsin River at Merrimac on May 25. At Madison it met the Baraboo circus train (below, at Arlington Heights, Ill.) behind the "Presidential Fs."

DON FARIS

NORFOLK SOUTHERN merger became official on June 1, but first N&W units showed up in the SR's Ludlow, Ky., facility on May 30. Meanwhile in the SR's Birmingham steam shop, N&W 4-8-4 611 was very naked on March 26, 1982.

WILLIAM A. RAIA

KYLE RAILWAYS have a one-year contract to run the Cumbres & Toltec Scenic Railroad. A freight special break-in run for K36 487 on April 29 to Lobato Trestle was the first train for Kyle.



LARRY RICHARDS

NEW IMAGE FILMS STAN McINTURF

JACK SMITH

THE FIRST ANNIVERSARY of the opening of the California State Railroad Museum in Sacramento found Pacific Locomotive Assn.'s SP 0-6-0 1269 under steam and hauling passengers on the SP Walnut Grove branch on May 9, 1982.

Railnews

the North Central Kansas Port Authority. Of particular interest is that Kyle now has its own locomotives on the line: five BN/nee-SP&S Alco C425s 4252, 4256, 4258, 4262, and 4264, all wearing BN colors with a black panel and white KYLE RAILROAD on the cab flanks (see page 2). Check in with General Manager Dick Roy in Phillipsburg for operating information and permission to photograph on the property.

BRANDYWINE VALLEY Lukens Steel of Coatesville, Pa., purchased a 3.6-mile segment of the Reading's old Wilmington & Northern from Conrail and began operations of it on March 2, 1982, as the Brandywine Valley Railroad. The line reaches from South Modena to Viaduct, in the Rock Run area of Valley Township, just north of Coatesville. In addition to serving Lukens, the line also services several other industries, including Lauria Brothers of Modena, the famous scrapper of locomotives.

Interchange with Conrail is via W&N Junction and the "Hill Track" from the Amtrak Philadelphia-Harrisburg main line; the steep, curving track is serviced by a pair of CR GP15-1s out of Thorndale. This arrangement clears the way for Conrail to cease operations on the W&N from Coatesville to Birdsboro—a portion of which is currently being used to store boxcars bound for scrapping at Lurias.

Operations began using leased Conrail diesels, including two ex-Reading SW1001s, but four ex-Conrail NW2 switchers rebuilt by Naparano Iron & Metal are now on the property. The 8201-8203 wear a handsome BV paint scheme (see page 2), while the 8204 is in Conrail blue and stencilled BV—PAUL BACKENSTOSE.

CONRAIL SALE SERIOUS The U.S. Department of Transportation must be serious about selling Conrail, since it has retained a major New York investment banking firm to assist in the sale. Goldman, Sachs & Co., the firm that was handling much of the outstanding commercial paper of the Penn Central when it went bankrupt, will be assisting the government in the disposal of the Northeast carrier.

Secretary Drew Lewis gave Goldman the nod because of its "ability to arrange an underwriting syndicate." This comment indicates the government may be planning to sell the railroad to the investing public via an offering of securities rather than liquidating the company. In any event, Conrail must be out of the hands of Uncle Sam by June 1983. Congress directed the DOT to sell Conrail when it passed the Northeast Rail Service Act during the summer of 1981. If Conrail is profitable, it will be sold pretty much intact. If it loses money, it may be liquidated piecemeal. By getting out of its obligations to displaced labor, using relatively low cost government financing and cost cutting, Conrail was able to show profits for three quarters of 1981 but turned into the red in the first quarter of 1982—WALTER A. APPEL.

EAST BROAD TOP After many seasons of snowy February "Winter Railfan Weekends" on the EBT and Railways to Yesterday at Orbisonia, Pa., the event this year was moved to the balmy weekend of May 1-2. With fields of flowers and spring green trees, three Mikados (12, 15 and 17) put on a fine show for a good, if not record, crowd. Although some will miss the winter photography, it seemed that most in attendance appreciated the special freight, mixed and passenger trains and double and triple headers in the more moderate climate of May.

An unexpected surprise was discovering one of the two North Shore Line *Electroliners*—in its more recent guise as a Red Arrow *Liberty Liner*—at the RTY trolley museum in Orbisonia. Orbisonia is a long, long way from North Chicago Junction, no matter how you measure it! The other *Electroliner* went "back home" to the Illinois Railway Museum; although now at Union, Ill., IRM traces its beginnings back to a site adjacent to the old North Shore Pettibone Yard.

GRAND TRUNK PLUS MILWAUKEE Canadian carriers are on the move into the U.S. markets. Now that the Soo Line (Canadian Pacific controlled) has acquired the MN&S, the Grand Trunk Corp. (Canadian National controlled), is moving to acquire the remains of the once-transcontinental Milwaukee Road. The federal judge overseeing the bankruptcy proceedings of the Milwaukee has a letter of intent from the Grand Trunk offering to acquire the stock of the Milwaukee and assume approximately $250 million of the company's debt.

The GTW and the Milwaukee hope to reach a definite agreement by July 1, 1982, and the Milwaukee trustee, Richard B. Ogilvie, will then file a new reorganization plan by October 1. Ogilvie is in the process of reducing the Milwaukee Road to a 2,900-mile regional carrier from a 10,000-plus mile transcontinental line. There are about 5,000 employees still on the Milwaukee payroll. The road has been in bankruptcy proceedings since 1977.

The Grand Trunk currently operates four railways with about 2,000 miles of track in eleven states and two Canadian Provinces. In addition to the latest GTW acquisition, the Detroit, Toledo & Ironton, the Canadian government-controlled organization has the Duluth, Winnipeg & Pacific; Central Vermont and the Grand Trunk Western in its stable. The acquisition of the remaining Milwaukee trackage would more than double the size of the GTW—WALTER A. APPEL.

100 UNITS FOR EMD In spite of the fact that there were 4,223 locomotives in storage on America's railroads on the week of April 9, 1982, Electro-Motive Division of General Motors has received firm orders for 100 new locomotives for three different railroads. First to announce the orders was CSX Corp. with 25 SD50s for the L&N (8200-8224) and 25 GP15Ts for the C&O (1500-1524). The GP15T is a new model for EMD, with the "T" standing for "Turbocharged." These 1500-h.p. units will differ from the standard GP15-1s in that they will utilize a very fuel-efficient eight-cylinder 645E3C engine with a turbocharger to get the 1500 h.p. developed by the twelve-cylinder 645 in the GP15-1—and for that matter, the 1500 h.p. developed by the 16-cylinder 567 if GP7 fame! The GP15T will also carry an AR10 alternator and pack the AC electrical equipment standard on EMD's larger units. A similar variation is in line for the Missouri Pacific's order for 30 GP15-1s, that should more properly be defined as GP15ACs, as MP 1715-1744 will have the non-turnbocharged twelve-cylinder engine but an AR10 alternator and the big D87 traction motors. The final 20 units on order are Missouri Pacific MP15DCs 1376-1395.

And just in case any rumors are still floating around about EMD going out of business or being up for sale, General Motors head F.J.McDonald stated on April 13, 1982, "Why sell a division with 75% of its market? We've never discussed selling it and aren't interested in selling it. We are going to stay in the Electro-Motive business."

Meanwhile, in Canada, CP Rail just placed a $70-million order with GMD of London, Ontario, for 30 SD40-2s and 20 GP38-2s for delivery between December 1982 and March 1983.

IOWA RAILROAD One of the more interesting and ambitious short line operations to surface recently is the Iowa Railroad, which has taken out a two-year lease on the former-Rock Island main line between the Chessie connection at Bureau, Ill., and Council Bluffs, Iowa. Its initial road power consists of five leased ex-ICRR U30Bs!

CO&E SPARED The nation's only steam-powered, freight-only common carrier, the Crab Orchard & Egyptian Railroad, (see July '80 R&R) was spared from the effects of the severe tornado that struck its hometown of Marion, Illinois, on May 29, killing ten people. The tornado set down two-and-one-half blocks from the railroad and roughly paralleled the tracks through town. As a community service, the CO&E lent out a number of its distinctive "Pig Hogger" piggyback trailers for temporary storage in an effort to aid those families whose property was damaged by the twister.

In the motive power department, the CO&E is no longer a strictly steam-powered railroad. The installation of a Chrysler 318-cubic-inch engine from an old station wagon has rendered their small Davenport switcher operational, and the railroad uses it instead of the ex-Roberval & Saguenay 2-8-0 on light traffic days—CHRIS D'AMATO.

BOMBARDIER WINS BIG In May New York City placed what appeared to be the largest dollar contract ever with a rapid transit car builder. The winner of the bidding contest was not a Japanese, American or European company; it was Canada's Bombardier, Inc. While most of the public knows Bombardier as the inventor and a producer of snowmobiles, railfans are aware it is the parent company

CARL F. WEBER, JR.

BOSTON & MAINE GP9s waited at Berlin, Conn., on June 2, 1982, the first night for Waterbury-Berlin WA-3 (above). First run over former-CR North Adams Secondary (below) was April 1. The Springfield, Mass., Springfield Terminal operation (right) began May 12 with old scheme SW9.

JACK ARMSTRONG

THOMAS HILDRETH

of Montreal Locomotive Works and has been in the transit market since the building of the Montreal rubber-tire subway cars in 1974.

The New York contract is notable for its size as well as the controversy it stirred up regarding the "Buy American" provisions of the law providing Federal funds for rail transit capital improvements. The Budd Company, a unit of West Germany's Thyssen, has taken New York City to court claiming Bombardier is getting an unfair subsidy from the government of Canada via a low interest rate loan to N.Y.C. Troy, Michigan, Budd is the only domestic U.S. passenger car builder to have competed for the New York contract. While the legality of the New York subway contract is being contested, Bombardier continues to land impressive transit orders. The company is building 123 commuter cars for New Jersey and New York in Barre, Vermont. Mexico City will get 180 Canadian-built subway cars, and Portland, Oregon, has 26 Light Rail Vehicles on order—WALTER A. APPEL.

OKLAHOMA—KANSAS—TEXAS After operating 620 miles of the abandoned Roak Island from Saline, Kansas, to Dallas, Texas, for 18 months, Katy subsidiary OKT halted its trains in December 1981 when it could not reach an agreement with the court-appointed trustee overseeing the liquidation of the CRI&P. In June 1982 the Oklahoma-Kansas-Texas was back in business after the former Rock trackage was purchased by the State of Oklahoma, the Texas Rail Users Association and the MKT.

In a unique purchase arrangement, the TRUA will buy 242 miles of line between Saline and the Oklahoma border and between Fort Worth and the Texas-Oklahoma line. The Oklahoma will buy 345 miles within the state, and the MKT will pick up the 34 miles between Forth Worth and Dallas. During the absence of the OKT, several portions of the newly-acquired former Rock trackage was being operated by other railroads—WALTER A. APPEL.

BOSTON & MAINE As Conrail continues its pull-out of service in southern New England, the Boston & Maine has added substantially to its system with the acquisition in April and June of 168 miles of former-Conrail trackage in Massachusetts and Connecticut. The first take-over was the ex-NYC line from North Adams south to Pittsfield, Mass., and the former-New Haven track from Pittsfield to Canaan, Conn., a total of 59 miles. The B&M's main line local out of Mechanicville covers the north end of this new line, while a locomotive and crew based at Pittsfield works the New Haven section five days a week.

At the same time, B&M subsidiary Springfield Terminal (Vermont) took over operation of the old New Haven branch from Springfield, Mass., to Hazardville, Conn., with a B&M SW9 covering the twelve-mile line on weekdays.

More important was the takeover of several Connecticut routes on June 1—trackage that the Providence & Worcester had also sought to purchase (the P&W did get Conrail's Rhode Island trackage and rights over Amtrak's corridor main line as far west as Old Saybrook, Conn.). B&M now has trackage rights over Amtrak's 62-mile Springfield, Mass., to New Haven, Conn., line (as does Conrail) and operates a nightly round trip out of Springfield. Trackage acquired outright by the B&M includes Berlin (on the Amtrak main) to Waterbury, 24 miles; Waterbury south to Derby, 18 miles; Waterbury north to Torrington, 20 miles; and the "Canal Line," North Haven to Avon, 35 miles, crossing the Berlin-Waterbury line at Plainville.

On June 1, the B&M celebrated the takeover by carrying officials from Waterbury to Torrington and return aboard borrowed D&H lounge *Saratoga* and business car 100 behind freshly painted GP9. 1707. This decrepit 10-m.p.h. line will soon be sold to the State of Connecticut, which plans to put $1 million into track rehabilitation in return for B&M's assurance of future operation. A high school band, ribbon-breaking ceremonies and speeches by dignitaries including Governor O'Neill highlighted the first day of operations.

Connecticut operations are headquartered in Waterbury, where B&M has opened an office in the classic former-NH station. Three crews, former CR men, presently work six days a week. One daytime local covers north and south of Waterbury, while a second day job goes to Plainville and works the Canal Line. The two units (usually GP9s) from the locals are m.u.d. to handle the nighttime Waterbury-Berlin road freight turn, which brings cars to and from the main line connection.

The B&M will likely acquire Conrail's piggyback facility at Cedar Hill Yard in New Haven, and in view of the railroad's aggressive marketing and promotion, should soon increase rail traffic in Connecticut—SCOTT HARTLEY.

Santa Fe enters the space

NASA

. . . film at 11:00

Oops . . . the title is wrong. Or at least half wrong. We don't use film anymore at KOAT-TV in Albuquerque. We shoot field stories on videotape, and our late evening newscast is at 10:00, not 11:00. But the part about the Santa Fe in the space age is correct. This is a story about a news story about a railroad with a 100-plus year history in New Mexico. And it's about a space-age industry barely a few years old.

What New Mexicans saw on Albuquerque's Channel 7 (and Channels 4 and 13) on that late newscast on Saturday, March 20, 1982, was the story of the "Space Shuttle Express." When heavy rains in California turned Edwards Air Force Base into what it used to be—a lake—National Aeronautics & Space Administration officials were faced with a wet problem. The space shuttle *Columbia* was scheduled to blast off from the Kennedy Space Center at Cape Canaveral, Florida, on March 22nd, but the primary landing site at Edwards was water-logged. It wouldn't do for the nation's third shuttle mission to end up in the mud. Early Thursday, March 18, senior NASA management made the decision not to postpone the mission but to land the shuttle at the back-up landing site at White Sands Missile Range in southern New Mexico.

A year-old plan was dusted off, and arrangements were made to move the very specialized shuttle-servicing equipment from Edwards to White Sands, over one thousand miles away. The Santa Fe Railway had special trains ready to go at Edwards. That was part of the plan. Within hours of the decision to move to New Mexico, the Purge Unit, Cooling Unit, the Mobile Ground Power Unit, the Crew Hatch Access Vehicle and the T-500 Aircraft Tow Tractor were being loaded onto special flatcars and into gondolas. There were other, less exotic pieces of equipment going onto the 23-car train.

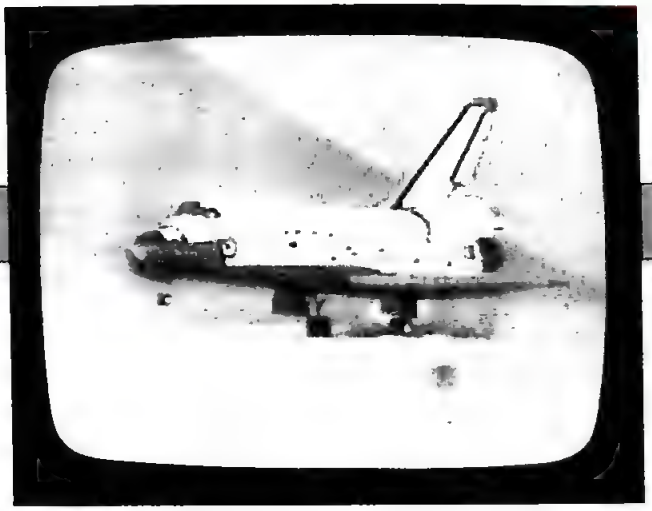
Among the problems: get the train to White Sands before the blast-off in Florida. If anything were to go wrong at the beginning of the mission, the *Columbia* would have to be brought down immediately. Everything had to be ready at the desert landing strip by Monday.

The moving plan called for two trains. The first would leave California as soon as possible with the equipment critical for a shuttle landing. A second train would follow days later with NASA equipment used to prepare the shuttle for its return to Florida on the top of its specially-modified 747.

By Friday, accompanied by helicopters leased by television news crews from the networks and the local stations,

SANTA FE RAILWAY

age . . .



KOAT-TV

by Monty Salisbury

and dubbed the *Space Shuttle Express*, the train left Edwards Air Force Base. At the point, EMD SD40-2 5185, with a builder's plate dated 12/81. Two similar units came behind the scrubbed and polished 5185. Trailing the consist were two AT&SF waycars, one for NASA escorts, and the other for the train crew. The trip was expected to take 32 hours, but despite numerous precautionary checks of the NASA equipment along the way, the *Space Shuttle Express* arrived just 90 minutes past the anticipated time at Holloman Air Force Base at the edge of the White Sands Missile Range.

The route followed Santa Fe's main line east out of Barstow, across Arizona and into New Mexico to Belen, then south into El Paso. From there, the SP took the train northeast to Alamogordo, New Mexico, where it was switched onto the Holloman AFB trackage.

We New Mexicans are acutely aware that we live in an unusual cultural environment. Many of us know we reside in towns and cities which owe their existence to the railroads. We also know our state has made considerable and vital contributions to the establishment of the nuclear and space industries. It was a delight to see this marriage of railroading and the space shuttle take place. So it was natural there would be considerable news coverage of the *Space Shuttle Express* as it crossed New Mexico. And, finally, this is where Channel 7 comes in.

I work at KOAT-TV. And so do the others who took part in our story at 11:00—I mean 10:00: Julie Matsko, reporter; James LeMay, photographer; Miguel Gandert, photographer; Ray Herne, producer, and Vern Mott, helicopter pilot.

The main east-west line of the Santa Fe crosses some stark but beautiful New Mexico desert terrain, skirts moonscape-like mountains and volcanic mesas, and dips into the lush Rio Grande valley. It is a spectacular, diverse run. The *Space Shuttle Express* entered New Mexico near Gallup Saturday morning, just as the eastern skies began to lighten. We had made plans to cover the event from the air and on the ground. The timing would be perfect. Santa Fe's Albuquerque public relations man, Chuck Halnan, told us that Extra 5185 East would be in Belen, about 30 miles south of Albuquerque, sometime between 7:00 and 10:00 a.m. That would give us good light to get shots of the train and plenty of time to write and edit the story for the day's 6:00 and 10:00 p.m. newscasts. So it was "early to rise and get the story before the other guys" (the competition).

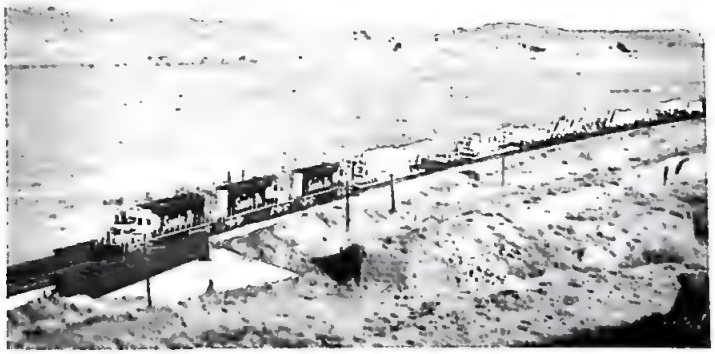
I headed south out of Albuquerque at 6:40 a.m., checking the signal aspect from I-25 as I crossed over Santa Fe's line between Albuquerque and Isleta Pueblo Junction. Yellow; but no time today to look for a local. With my scanner tuned to the Santa Fe frequencies, I left I-25 at Los Lunas, heading due west on New Mexico Route 6. I wanted to intercept the express about 20 miles out of Belen, in an area with some exceptional natural beauty. I knew from the radio chatter that the train was about 40 or 50 miles away yet, pounding its way east rolling at a steady 45 m.p.h.

West of Los Lunas, NM-6 soon parallels the double-track main. A quick scare when, rounding a curve, I saw headlights on the eastbound north track (SF runs on the left here). No time to get my 35 mm camera out. (I was acting as train spotter for my news crews back in Albuquerque, but I wanted to get some slides of this train for my own files, too.) False alarm—a piggyback at 70 m.p.h.!

I got to my photo spot on a mesa overlooking the eastbound tracks. The westbound main here has diverged and is almost a mile away across a valley. A few minutes' wait and the headlight of 5185 showed up, almost five miles off. Plenty of time. The vantage point I had chosen was perfect; a girder plate bridge taking the main across an arroyo, with the reddish foundation of a previous bridge on the old line right beside, and in the distance, the brown dry valley and a low mesa. As the *Space Shuttle Express* swept by below me, I admired the spotless yellow and blue SF power, the gleaming white NASA equipment, and the bright red waycars at the rear. Splashes of vivid color in the brown desert!

Racing ahead east to Dalies Junction, I found the express

MONTY SALISBURY



SANTA FE RAILWAY

THE SPACE SHUTTLE EXPRESS rolled east near Barstow, Cal., (left) and Los Lunas, N.M. NASA's Purge Unit (below) was on the first flat.

THREE PHOTOS MONTY SALISBURY

slowing down for a westbound freight. The *Space Shuttle Express* then crossed over to the "wrong" side and headed down the steep grade into Belen on the track closest to the Santa Fe freight building. More shots of "Extra 5185 East" as it took the big curve at Dalies and headed down the hill, then I radioed the news crews that the train was just minutes away and would arrive about 8:30 a.m.

Julie and Jim had already gotten interviews with some of the NASA crew and shots of the train by the time I arrived at trackside in Belen. Also there was Santa Fe's Chuck Halnan, always a help to us when we cover railroad stories. Chuck and I watched as Julie climbed into the trailing caboose to do her "stand-up" close for her story. Our helicopter, *Sky 7,* came on the scene about that time, so I drove Chuck over to the empty field pilot Vern Mott had chosen as a landing pad, made the introductions, and asked Vern if he could give Chuck his first birds-eye view of the sprawling Belen yard.

NASA escorts, meanwhile, had had "beans" at a nearby restaurant and began checking their equipment, tightening hold-down chains and applying duct tape to door panels on some of the trailer vans. Finally, at 10:30 a.m., the highball came, and the big SD40-2s pulled the train past East Tower, past the eastbound main switch and onto the southbound tracks, the "horny toad line." That would take the train through Socorro and Las Cruces, New Mexico, and on into El Paso, Texas. By the way, somebody told me that route was dubbed the "horny toad line" because passenger trains used to make more stops along that line than a horny toad does trying to get from here to there.

I then joined Miguel Gandert and Ray Herne in *Sky 7,* as Vern took our helicopter on several wide circles to allow Miguel to videotape the train as it left Belen. Communicating by intercom inside the copter, we elected to race ahead of the train and set down along the tracks to get some high speed running shots. Finally we decided we had enough views of a very unusual train, and we headed back north to Albuquerque. Julie and Jim were given Miguel's footage, and *viola!*—at 6:00 and 10:00 our viewers saw the AT&SF making its contribution to the space age.

There is a follow-up to the story, of course. You probably saw it yourself, when the *Columbia* safely landed at White Sands, New Mexico, at 9:05 a.m. mountain time on Tuesday, March 30, eight days, four minutes and 49 seconds after taking off from Cape Canaveral, Florida. It had traveled millions of miles. But it wouldn't have gone one mile of that on schedule without the help of its transportation grandparent, the railroad.

THE KOAT-TV CREW used "Sky-7" (top) to keep ahead of the train. Julie Matsko (left) taped her close at Belen. Author Salisbury (right) is KOAT-TV news director. The curve (above) is Dalies, N.M.

NASA's resident railroader

DAVID M. HOFFMAN

Technical Assistant for Transportability & Planning

The *Space Shuttle Express* was the idea of David M. Hoffman, NASA's "Technical Assistant for Transportability and Planning," in other words, the man charged with responsibility for long range planning and special transportation projects for the Space Shuttle program. The initial alternate landing site scenario worked out by the aviation-oriented space agency was to have the recovery equipment transported by C5As and C141s supplied by the Air Force, but the rail plan devised by Hoffman saved NASA over $1 million each direction. As he puts it, "We didn't put the railroads into the space age, we put the space agency into the railroad age—and saved a lot of money!"

Dave Hoffman lived in Baltimore until he was seven, when his family moved to Wildwood, N.J., where he recalls seeing steam, Baldwins and RDCs on the PRSL. In 1952, the family moved to Roanoke, Va., arriving in town on the *Birmingham Special* pulled by none other than N&W J 611. Roanoke was a great place for a kid who liked trains, and he remembers seeing brand new S1a 0-8-0s coming out of Roanoke Shop along with the grand parade of N&W steam in those years and electrics, steam and diesels on the Virginian. In November 1955 they moved again—Dave's father was a minister—to Sarasota, Florida, where Dave found Seaboard Baldwins, Alcos and that distinctive shovel-nosed motor car on the Venice branch.

Completing high school in Sarasota, Dave entered Georgia Tech to study engineering but switched to the Transportation curriculum at the University of Tennessee. He "co-oped" at NASA in Huntsville to work his way through school, but upon graduation hired out on the C&O at Huntington, W.Va., as a management trainee. One winter in Grand Rapids convinced him that his destiny was back home in Florida, and he went to work for NASA at the Cape as a motor vehicle specialist.

"I was in the right place at the right time," he observes, for about 1974 NASA decided for safety and efficiency reasons that they should do their own railroad switching at the Kennedy Space Center. "I was the only guy around who seemed to know about trains, so I got the job."

NASA acquired three Alco S2 switchers from Army surplus and put two to work. Last year Dave had Alco number 2 repainted from its former black and white into a new scheme of red, gray and black inspired by magazine pictures of Bangor & Aroostook's "new image" BL2.

As the Space Shuttle program developed, Hoffman's department did a cost study on the rail alternative for an Edwards-White Sands landing site change and got approval to pursue it. "The Santa Fe was very proud to be involved with the project and couldn't have been more cooperative. We needed a couple of special long and wide cars for the 85-foot Purge Unit and Cooling Unit, and they modified some special chain flats and provided them for us immediately. The SP was also very helpful."

Not everyone in the space agency shared Hoffman's confidence in the railroads' ability to handle the sophisticated hardware, and there was some apprehension about the potential for damage on the overland trek.

"One of my great pleasures was watching the amazed reaction of some of our people when the train arrived and absolutely *nothing* was damaged and all that equipment rolled off ready to go to work."

A second train followed the first on March 22, but it travelled mostly at night and missed the heavy news coverage that greeted the train on the 19th. After the flight, the equipment was returned to California on a Southern Pacific train (the originating carrier got the long haul in each direction) with AT&SF handling it from West Colton.

Another of Hoffman's ideas resulted in the use of insulated boxcar bodies for office and storage space around the Kennedy Space Center. Vibration from the rockets on launch virtually shook apart prefab metal buildings, and house trailers used during preparations had to be physically removed from the site before each launch; another expensive business. Thirty-eight RBNX insulated boxcars were converted into offices at the launch pad, and after they proved that they could withstand the vibration and hurricane-strength blast of a launch with no damage at all, ten Santa Fe mechanical refrigerator bodies were brought in to replace a damage-prone prefab metal building. Again, the initial reaction was a little strange: "You mean you're going to put our finest engineers and technicians into boxcars?"

"After installation of indoor/outdoor carpeting, panelling and drop ceilings, the nice quiet boxcars quickly became the prestige accommodations at the pad," Hoffman chuckled after their durability was demonstrated. There are now 119 carbodies at the Kennedy Space Center being used for offices and storage sheds.

As the Space Shuttle program continues, railroads will probably play an even more important part in future launches as segments of the solid-fuel boosters and other items are brought in from their manufacturers. Among others, NASA already has four "thermos bottle" liquified hydrogen tank cars, and acquisition of other rolling stock is planned or under consideration.

Incidentally, if you happen to be well-read in the field of steam locomotives, that name David M. Hoffman may seem a bit familiar, for NASA's resident railroader happens to be very fond of geared engines, especially little logging teakettles, and is the author of *Geared Locomotives of Dunkirk*, a 32-page booklet he published in 1979. He was instrumental in designing the HO model of the Dunkirk Class B for Northwest Short Line and has been involved in other model and historical projects—J.B.

The Bristol & North Western

A Burlington Mike on the "Trail of the Lonesome Pine." **by Jim Boyd**

The reaction was one of skepticism at the Tourist Railroad Association convention in Strasburg, Pa., on November 9, 1980, when Lynn and Charlotte Keene and Ken Riddle began describing the Bristol & North Western. They related how Lynn's father, Harold Keene, and some associates had acquired a Southern Railway branch out of Bristol, Virginia, and were working out a lease with the Mid-Continent Railway Museum of North Freedom, Wis., for their CB&Q O1a 2-8-2 4960, which would go to an abandoned steel mill near Jackson, Ohio, for overhaul and would be in service in Virginia by the next summer. A main line Mike on a remote branch in Virginia? You gotta be kidding. And from storage to steam in less than a year? No way!

We have never been happier at being proven wrong, for everything happened exactly that way, and less than six months after that TRAIN meeting the 4960 was stomping upgrade out of Bristol with three carloads of tourists in tow on a beautiful piece of Appalachian railroad. It turns out that Harold Keene is no sentimental steam fan working on a shoestring but a businessman of resource and determination who wants to build a viable tourist attraction in an area that can well use the traffic.

Well known in his area as the operator of two coal mines and the Keene Carpet retail business, Harold Keene doesn't consider himself a "railfan," although his father had 50 years of train service on the N&W and railroading was an integral part of the Keene family life. The original idea of turning the Southern's Bristol-Moccasin Gap line into a tourist road was not Harold's, but it was he who turned it into a practical reality once he became involved.

The Bristol Line

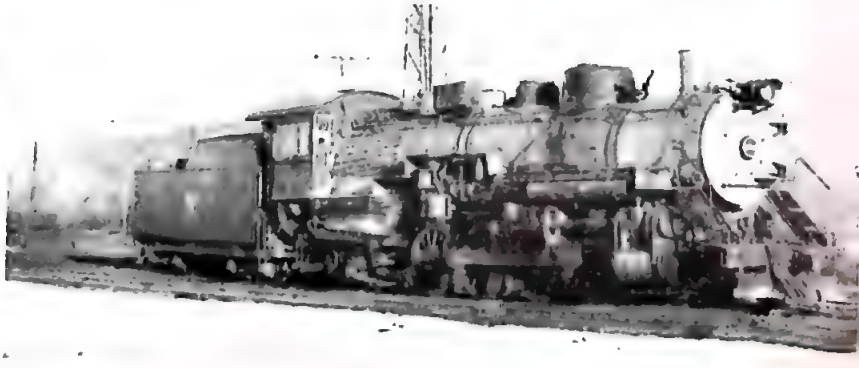
The railroad that was to become the Bristol & North Western began as the South Atlantic & Ohio, built with convict labor in the early 1880s and taken over by the Virginia & Southwestern in 1899. It was integrated into the Southern Railway as the Appalachia Division in 1916. The old V&SW ran from the coalfields around Appalachia, Va., down through Natural Tunnel to Moccasin Gap, where it split, with one line following the Holston River south to Bulls Gap, Tenn., and the other following Poor Valley and Clinch Mountain eastward over the hills to Bristol and beyond to Elizabethton and Mountain City, Tennessee. While the lines east of Bristol are now gone, the Bulls Gap-Appalachia line is today a heavy SR coal route.

The "Bristol Line" of the Appalachia Division was a rugged 29.6 miles of hill country railroad with a spectacular and otherwise inaccessible "Gorge" and 3% grades which would humble a Southern compound 2-8-8-2 to 17 loaded hoppers—or in more contemporary terms, a GP7 to 750 tons westbound. The old Mallets would often doublehead on coal trains bound from the mines around Appalachia for points on the N&W above Bristol. In later years this traffic moved behind five-unit sets of Fs and was mostly bound for the Olin-Mathison plant at Saltville, Virginia—and the closing of that plant in the mid-1970s was a primary reason for the Southern putting the line up for abandonment, since most of the other coal traffic took the easier line south via Bulls Gap.

Local railfan/historian Ron Flanary points out, however, that the Bristol Line's most noteworthy claim to fame was its passenger service. The old V&SW had three passenger trains each way a day between Bristol and Moccasin Gap, but by the mid-1920s the SR had reduced this to two each way, with

JOHN P. KILLORAN

GERALD EDGAR



EN ROUTE from North Freedom to Jackson, Ohio, 4960 glowed orange in anti-rust primer (above) on January 23, 1981, in C&NW's Proviso Yard in Chicago. On March 1, 1981, she was undergoing a successful hydrostatic test (left) in the shop of the Jisco mill in Jackson.

MAX S. ROBIN

Nos. 1 and 4 running the full 91.7 miles from Bristol to St. Charles, and Nos. 2 and 3 running the 69.6 miles between Bristol and Appalachia.

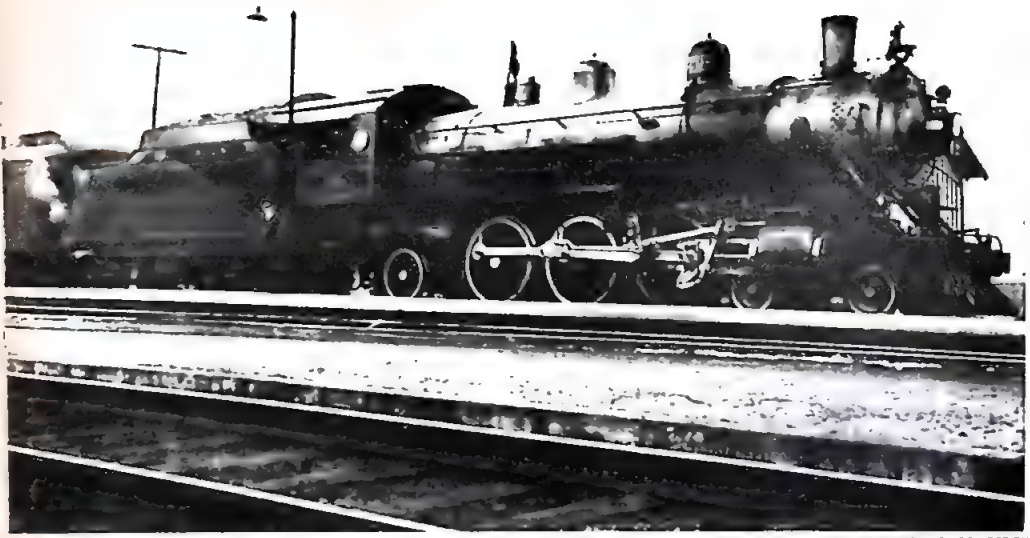
About 1926, an employee suggested that just because the Appalachia was the SR's smallest division, there was no reason it shouldn't have its own named passenger train. Although it never was identified as such in the timetables, the St. Charles train (Nos. 1 and 4), became the *Lonesome Pine Special*, and the 63-inch drivered P1 4-6-2 1298 got the name laid in gold across its tender—the engine, incidentally, was black, not Southern green. As Flanary observers, "Who can say how much business was derived from the local pride in their named train?"

The *Special* traversed country rich in the lore of the "Trail of the Lonesome Pine," passing within sight of the store in Maces Spring that was owned by A.P Carter, patriarch of The Carter Family, one of the very first country music recording groups in America, and one whose tradition carries on to this day with A.P.'s daughter June having married Johnny Cash.

The *Lonesome Pine Special* connected at Bristol with the SR/N&W Washington-Roanoke-Knoxville main line, and over the years that big depot in downtown Bristol has seen many sights from green and gold SR Pacifics and Mountains on the old *Memphis Special* to N&W streamlined J's on the *Birmingham Special* and *Pelican*, the

PHOTOGRAPHY JIM BOYD, EXCEPT AS NOTED

HAROLD KEENE discussed his railroad while riding the train (**left**) on Labor Day Weekend 1981. The climbing and curving timber trestle a few miles out of Bristol (above) is a favorite for photos, as is the one (below) at the edge of Benham. Obviously enjoying his work, engineer L.G. Lowe (**right**) has the 4960 drifting downhill below Reedy Creek Road. Mr. Lowe is a veteran of 40 years on the Clinchfield.



KENNY FANNON COLLECTION

4-8-0 on the Abingdon mixed and, of course, the low-drivered 1298 lettered for the *Lonesome Pine Special.* (Okay, diesel fans, green and gold PAs on the *Tennessean,* too.) Although the *Birmingham Special* ran behind black and gold FP7s into the late 1960s, the *Lonesome Pine Special* and companion trains 2 and 3 (nicknamed the "Shortdog" for their shorter Bristol-Appalachia run), were gone by 1939.

The Southern put the Moccasin Gap-Bristol line up for abandonment in the mid-1970s, and in 1979 it was purchased by the Lonesome Pine Recreation Corporation, created by Harold Keene and his associates. Although he has run inspection trips with the Porter diesel over the full line, the steam tourist operation—incorporated, inciden-

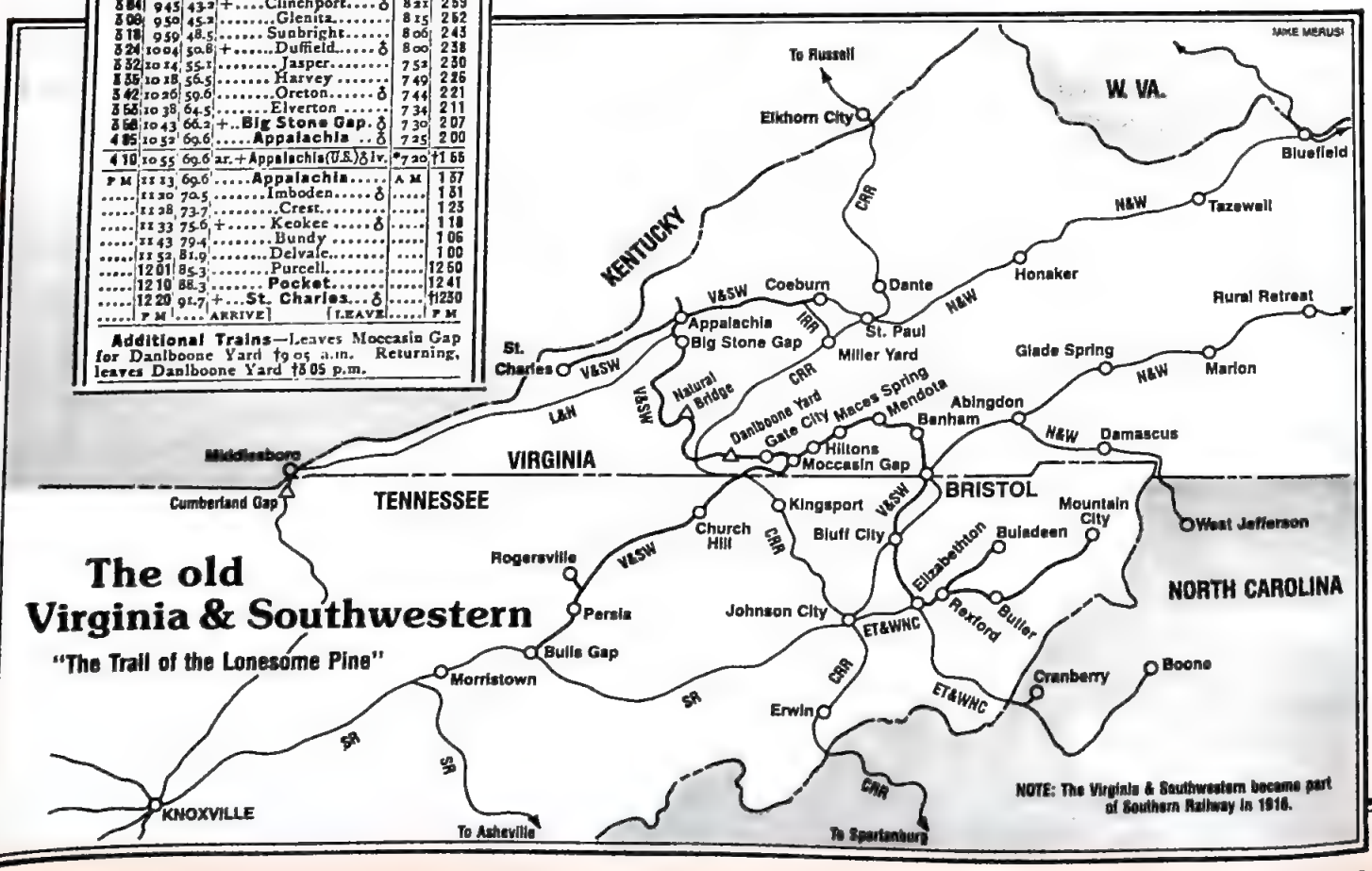
EDWARD ADAMS

LONESOME PINE SPECIAL 4-6-2 1298 was at Bristol circa-1935. Ex-BC&G 2-8-0 No. 4 (right) operated out of Hiltons in 1975. The operator at Benham (far right) had orders for westbound 2-8-8-2 4016 in the 1940s.

Table 77—BRISTOL AND ST. CHARLES.

3	1	Mls	*October 27, 1929.*	2	4
P M	A M	....	*(Central time.)*	A M	P M
*1 20	†8 00	0	lve..+ **Bristol** δ . arr.	10 10	4 45
1 57	8 16	5.0	..... Mountain.....	9 55	– –
1 42	8 22	7.5	..... Benham..... δ	9 49	4 24
1 48	8 28	10.2	..... Leonard.....	9 43	4 16
1 55	8 35	12.5	..... Phillip	9 37	4 10
2 01	8 41	14.8	.....Mendota..... δ	9 31	4 04
– –	ƒ –	17.5	.....Silica.....	– –	ƒ –
2 12	8 53	20.8	.....Mace Spring.....	9 21	3 52
2 18	9 00	24.6	.....Hilton..... δ	9 15	3 45
2 50	9 08	29.6	...**Moccasin Gap**.. δ	9 05	3 35
2 55	9 14	31.6	+.... Gate City .... δ	8 55	3 30
2 44	9 27	36.2	...Danlboone Yard...	8 43	3 18
2 55	9 36	40.5	+. **Speer's Ferry** . δ	8 30	3 06
3 04	9 45	43.2	+....Clinchport.... δ	8 21	2 59
3 09	9 50	45.2	.....Glenita.....	8 15	2 52
3 18	9 59	48.5	..... Sunbright.....	8 06	2 43
3 24	10 04	50.8	+.....Duffield..... δ	8 00	2 38
3 32	10 14	55.1	.....Jasper.....	7 52	2 30
3 35	10 18	56.5	..... Harvey	7 49	2 26
3 42	10 26	59.6	.....Oreton..... δ	7 44	2 21
3 55	10 38	64.5	.....Elverton	7 34	2 11
3 58	10 43	66.2	+..**Big Stone Gap**. δ	7 30	2 07
4 05	10 52	69.6	.....**Appalachia** .. δ	7 25	2 00
4 10	10 55	69.6	ar.+Appalachia(U.S.)δlv.	*7 20	†1 55
P M	11 13	69.6	.....**Appalachia**.....	A M	1 37
.....	11 20	70.5	.....Imboden..... δ	.....	1 31
.....	11 28	73.7	.....Crest.....	.....	1 23
.....	11 33	75.6	+..... Keokee ..... δ	.....	1 18
.....	11 43	79.4	.....Bundy	.....	1 06
.....	11 52	81.9	.....Delvale.....	....	1 00
.....	12 01	85.3	.....Purcell.....	.....	12 50
.....	12 10	88.3	..... **Pocket**.....	.....	12 41
.....	12 20	91.7	+...**St. Charles**... δ	.....	†1230
.....	P M	....	ARRIVE	LEAVE	P M

Additional Trains—Leaves Moccasin Gap for Danlboone Yard †9 05 a.m. Returning, leaves Danlboone Yard †5 05 p.m.



tally, as a non-profit historical organization—was to run only on the eastern seven miles of the line between Bristol and Benham as the Bristol & North Western.

The B&NW, incidentally, is not the first tourist railroad to operate on the Bristol Line. While the line was still under Southern ownership, the Southwest Virginia Scenic Railroad ran the former Quakertown & Eastern, nee-Buffalo Creek & Gauley, saturated 2-8-0 No.4—old "Slobberface"—between Hiltons and Mendota during 1975 and 1976. That operation was unrelated to the Bristol & North Western, and its equipment is now at the museum in Spencer, North Carolina.

Additionally, during 1980-81, Gale Bellamy of Hiltons operated ex-Cadillac & Lake City 0-4-0T No. 11, modified with a tender, between Hiltons and Moccasin Gap on a tourist run with a pair of homemade coaches.

KENNY FANNON COLLECTION

The resurrection of 4960

The locomotive that the B&NW acquired is well known to those of us whose railfanning dates back to the early 1960s. The statistics say that CB&Q 4960 was built by Baldwin in 1923, one of 133 O1a-class medium Mikados based on the Burlington's pre-USRA O1 design of 1910 (the O1a's have 64-inch drivers and fall in general size and weight about halfway between the USRA light and heavy Mikados). The 4960, however, gained enduring fame as the Burlington's last fan trip engine, having hauled excursions throughout the CB&Q system between 1958 and 1966 before going to the Circus World Museum and finally Mid-Continent Railway Museum in Wisconsin.

A Mike of her size is a big engine for a tourist railroad, and few of us who were on hand that July 17, 1966, when 4960 pulled for the last time up to the bumping post in Union Station, thought we'd ever see her live again. But the B&NW acquired the 4960 on a ten-year lease, and one of the stipulations of the lease was that the engine would retain her CB&Q configuration and lettering—when the Mike came back to life, she was still our old friend CB&Q 4960, even in Virginia!

Things developed so quickly on the B&NW after that November 1980 TRAIN meeting that I had a difficult time keeping the RAILNEWS entries up to date. The 4960 left North Freedom on the C&NW's "Elroy Turn" for Madison on January 21, 1981. C&NW freight 576 forwarded the Mike to Proviso's Yard Nine the same day, and the next afternoon she was on the "B&O Transfer" headed for the Conrail connection on the south side of Chicago. Within a week she was at the old Jisco Steel Mill outside Jackson, Ohio, and a month later—March 1, 1981—was under steam. By the end of March she was on the B&NW property at Benham, Va., ready for service. Fast work, indeed.

Mr. Keene had bought the old Jackson Iron & Steel Company (Jisco) mill outside Jackson, Ohio, primarily to acquire the 1929 Baldwin 0-6-0 and 65-ton Porter diesel that still resided in its three-stall enginehouse. By salvaging, selling and scrapping the steel-making machinery from the mill, he more than recovered his investment without ever having to touch the buildings themselves. This provided a very convenient shop for his steam crew—with the help of contract steam experts like Gary Bensman of the Ft. Wayne NKP 765 crew—to overhaul the 4960 and Jisco 0-6-0 to bring them up to service standards under the Virginia state boiler codes. The 4960 was in remarkably good shape considering that she'd been last steamed in 1966, and simply reducing her working pressure from the normal 200 to 150 lbs. permitted her to operate with minimal boiler work. (The reduced pressure takes a little of the edge off the 4960's bark, but the 3% grade and three coaches let her put on a fine show with good stack talk and a proper-sounding CB&Q whistle.)

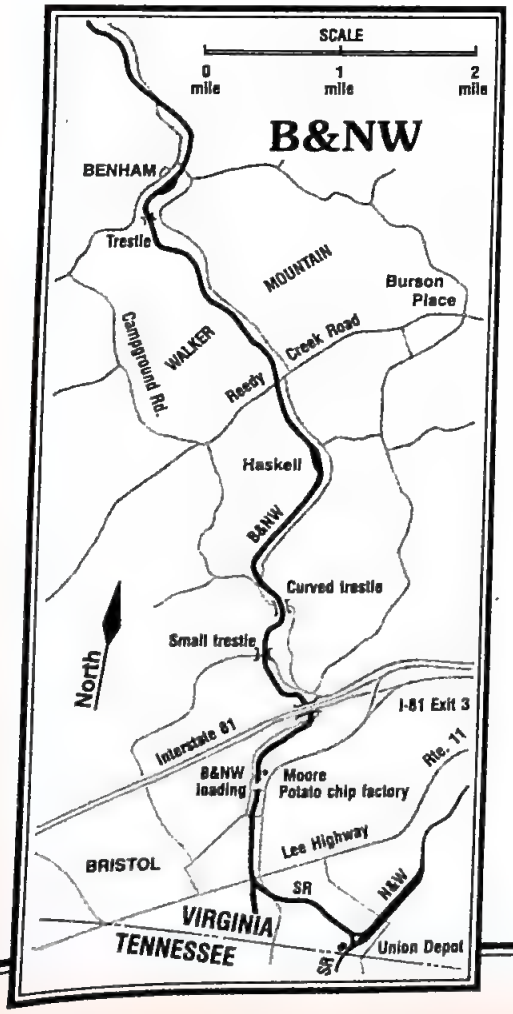
To facilitate continuing work and to get the 4960 immediately into service, the Mike spent the 1981 season running with no lagging or jacketing on her boiler—it's something most folks wouldn't notice, but under the black paint her bare but rivet-and-staybolt-laden barrel looks strange, indeed, on close inspection. The lack of insulation doesn't seem to cause any thermal problems, however, as her fireman says she's very free steaming and easy to keep hot.

The Jisco 0-6-0 was also steamed up in March 1981, but to date the engine, which is owned by Jerry Jacobs of Akron, has remained in Jackson. Incidentally, the 0-6-0, Jisco No. 3, was the Baldwin Locomotive Works shop switcher before being sold to Jisco in 1949. The Jisco 65-ton Porter diesel, however, was moved to Virginia and spent most of 1981 up on blocks at Benham getting truck and traction motor work.

The B&NW begins

The B&NW set up operation on the eastern end of the 29.6-mile Bristol-Moccasin Gap line, running between Bristol and Benham (shown on some maps as Benhams), Milepost 7.5 from Bristol. Out of Bristol, the line climbs about four miles—including some segments of 3% grade—to Haskell and then drops down a somewhat less severe grade to Benham. There are no yards or shop buildings anywhere on the line, so the equipment is stored outdoors on the two tracks adjacent to the main line at Benham—the only other siding on the entire east end operated by the B&NW is a short passing track at the top of the grade at Haskell. A truck dump and conveyor at Benham provides coal for the 4960.

For rolling stock, three steam-era coaches were leased from the Atlanta Chapter NRHS: two SR cars in Pullman green and a CofG *Seminole* coach in ICRR brown and orange. Stored at Benham are two Amtrak stainless steel coaches and a diner, not yet ready for service, and SR heater car 9606, a converted FT diesel B-unit. More recently the B&NW has acquired Auto-Train 702, an ex-UP short dome; and Tennessee Central 102, a handsome heavy-



weight private obs car formerly owned by silent film star Mary Pickford—the obs, incidentally, will retain its TC livery.

The B&NW was operating by the summer of 1981, making three revenue trips each Saturday and Sunday between Bristol and Benham. Its Bristol terminal is a loading platform at the "end of track" adjacent to the Moore Potato Chip factory just off Route 381 (Commonwealth Ave.) south of Interstate 81 Exit 3. Since there's no runaround track at Bristol and the equipment is stored at Benham, the B&NW operation is a bit more interesting than its three round trips (departing Bristol at 1:00, 3:00 and 5:00 p.m.) would imply. Each Saturday and Sunday, about noon, the train is deadheaded down from Benham to be ready for the 1:00 p.m. departure.

The train is poised at Bristol with the 4960 properly facing forward on the three-car train. The grade begins right out of the "station," and the 4960 makes a good show of lifting its train northward behind a trailer park and then booming under the I-81 bridge. A road follows the track out of town, but just beyond I-81 it splits four ways in the midst of a small business district. The road closest to the tracks to the left will yield a couple of nice photo angles, including a small trestle, but it deadends a short way up the line. Campground Road, slightly to the north, gives an across-the-valley view of that same small trestle and then drops into a wooded gorge, popping out beneath an impressive curved timber trestle laid out on the steepest part of the grade. It's quite a spot for photos.

A few hundred yards above the trestle an unpaved road angles to the right, immediately crossing the track on grade; this road follows the line to the top of the grade and the passing track at Haskell. From Haskell to Benham it's downgrade, and the next good photo location is the grade crossing at Reedy Creek Road, where a residential community offers some interesting backgrounds. Turning right at Reedy Creek Road and then left at the first opportunity will keep you paralleling the railroad from the north side. Approaching Benham, however, the road and railroad separate, with one of the railroad's more picturesque trestles just "out of

MAX S. ROBIN

NIGHT AT BENHAM on Labor Day Weekend 1981 finds 4960 taking on coal from the conveyor in a scene reminiscent of the CB&Q coalfields around Herrin, Ill. A signboard today replaces the old Benham depot, as Mr. Lowe checks out 4960. It's an uphill climb (below right) to the summit and short passing track (above) at Haskell.

reach" to the west. Staying on the road, you have to go into Benham and then drive southwestward through town to reach the trestle. You have to plan in advance to get this shot and drive ahead of the train so you'll have time to double back through Benham without having to resort to careless or fast driving—the B&NW has gone to a lot of effort to be a [illegible] in its rural community, and arrogant and speeding railfan motorcaders are definitely not welcome.

At Benham the 4960 is run around the train and departs town tender-first, pulling the coaches back to the passing track at Haskell. There it runs around the train and backs coaches-first down the hill to Bristol for the next run. Keep in mind that you will get one more westbound run after the 5:00 o'clock train returns to Bristol as the equipment is then deadheaded back up to Benham for the night.

With three scheduled runs and two deadhead moves each day each weekend, the B&NW provides a lot of activity for the visiting railfan and plenty of opportunity to both ride and chase the train. It's an oddly wonderful feeling to be ambling down a back road in Virginia with Burlington 4960 loping along beside—and while it's not exactly the Q's "North Line" and U.S. 30 between Hinckley and Big Rock, the old girl moves along at a respectable clip making all those familiar sounds of 20 years ago.

One of the B&NW's most valuable resources is engineer L.G. Lowe, a friendly and soft-spoken veteran with over 40 years of engine service on the Clinchfield. He can speak of his experiences with the Clinch 4-6-6-4s when they were new and of his preference of EMD over GE diesels in more recent times—and he's been know to make the 4960 talk a bit louder when he knows there's an appreciative audience. The rest of the crew is largely made up of younger volunteers, and the whole operation appears to function well with an air of congenial professionalism.

Commenting on his 1981 operations, Harold Keene observed that he considered that first year essentially a trial period. "We wanted to be sure it would work and didn't really go out and try to drum up a lot of business right off the bat. Although the coaches are respectable, I want to reupholster them and make sure everything works and the windows are clean. I don't know all that much about trains, but I do know about people. If you invite somebody to your home and your place is a mess and the sofa's dirty, they aren't likely to come back. This railroad's the same way; I want it fixed up right before I make a big effort to invite the public in."

The B&NW appeared to be doing

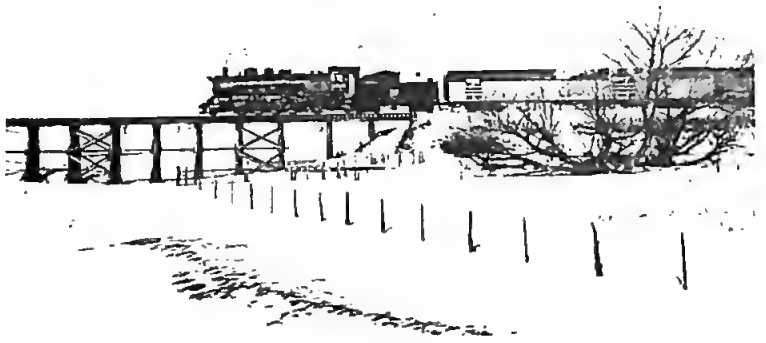
pretty well when we visited over Labor Day weekend in 1981. The depressed economy and a slump in the coal business, however, has the 1982 season in doubt.

Steam in 1982?

At the time of this writing, June 1982, the crew was well along with additional work on the 4960—some running gear work, repairs to the deteriorating tender sheetmetal and a proper lagging and jacketing job—which should be completed by the end of July. With the general state of the economy so poor at this time, though, Mr. Keene says that he has not yet decided whether to resume operation for 1982 once the locomotive is ready to go.

Even if he doesn't get running this year, it shouldn't mean the end of the B&NW. Maintenance work is continuing on the rolling stock and the right-of-way, and Keene and his associates have the resources to keep the project on "hold" until the prospects for the tourist business improve. Meanwhile, a phone call to 703/873-5123 (the Keene Carpet store in Honaker, Va.) will be able to provide updated information on whether or not the railroad has resumed running after July.

The future potential for the B&NW is great. The 22 miles of railroad west of Benham to Moccasin Gap are even more spectacular then the seven miles presently operated. Traversing Wolf Run and Abrams Creek to reach Poor Valley and the North Fork of the Holston River on the southeast flank of Clinch Mountain, the line could be a real tourist attraction. I, for one, hope they can open up the line for at least occasional service, for there is a community along the Holston River with a very familiar name for those of us who chased the 4960 through the cornfields of Illinois—wouldn't you go to Virginia to see 4960 steaming through Mendota again? ⊂



JANUARY 1962 found 4960 receiving orders from operator Glenn Carl (right) at Mendota, Ill., on a Chicago-Sterling fantrip with a C&NW consist. No stranger to timber trestles, 4960 crosses the one at Walnut, Ill., later that same day.

Remembering

4960 became a celebrity on December 28, 1958, when she was pulled out of "Stored Serviceable" retirement by the Chicago, Burlington & Quincy to power the Illini Railroad Club's excursion from Chicago to Ottawa, Illinois. I was there on that day and remember thinking how ungainly a Burlington Mike looked compared to the recently-departed Illinois Central 1500s to which I was accustomed. And even on her debut as a fan-tripper, the 4960 had been upstaged only a few weeks earlier when the big, fast and glamorous O5b 4-8-4 5632 had grabbed the spotlight on November 2 with a high-speed debut run to Galesburg and back.

Over the next seven years the 4960 and 5632 became the Burlington's "steam fleet" as such kin as 4-6-4s, other 4-8-4s and a 2-10-4 had their brief moments of Q glory before being retired to the quiet doom of the scrap lines. By the early 1960s it was the 4960 and 5632 alone which survived and gave life to President Harry Murphy's wish to keep steam available for special occasions. Fan trips ranged the system, mostly outward from Chicago, but also touching such remote spots as Minneapolis, Beardstown, Casper, Omaha, Kansas City and Denver. Clyde Roundhouse in Chicago was their home, with the big 4-8-4 handling most of the long-distance assignments and the 4960 getting trips to Ottawa, Denrock, Rockford and Zearing on combinations of main and branch line trackage.

I remember eagerly awaiting fan trip notices and always being a little disappointed at getting 4960 for a branch trip instead of the big 5632 for a main line romp. It was the 4960 that taught me that a steam locomotive need not be handsome to be appreciated—something that would serve me well in future years when confronted with a horde of Reading T-1s. Though she never got the adrenaline flowing like the 5632, the 4960 became a dear friend and frequent companion during the early 1960s. And I must admit that a 72-m.p.h. side-by-side pace near Big Rock, Ill., on Route 30 gave me a whole new respect for the 1923 Baldwin and the capabilities of her 64-inch drivers.

The Burlington fan trip engines always appealed to my sense of proper order in their authentic work-a-day colora-

PHOTOGRAPHY: JIM BOYD

tion and lettering. With graphite smokebox and firebox, red cab roofs and bright tender heralds, the Q engines needed little additional adornment, and in excursion service they often acquired a patina of "regular service" weathering.

On October 18, 1963, the 4960 was changed forever when she smacked into the rear end of passenger train No. 29 at Douglas, Wyoming, en route to Casper for an excursion celebrating the 50th Anniversary of rails into Casper (the 4960 was spray painted gold for that occasion). The collision with the passenger train smashed the Mike's distinctive underslung headlight bracket, and the Casper shop crew improvised a makeshift platform to replace it—the new platform, however, elevated the headlight so that its centerline instead of top aligned with the top of the boiler. From that day on, the 4960 had a "face" different from any other CB&Q Mike.

Being the first of the duo to need major overhaul, the 4-8-4 5632 entered West Burlington Shops in 1965 and was stripped for work when word came to cancel the project. The O5 never steamed again (she was subsequently sold to railfan Dick Jenson and many years later scrapped in a dispute over some unpaid storage bills). This left the 4960 to close out the steam era on the Burlington with a trip from Chicago to Denrock on July 17, 1966—the train carried a cardboard tailsign declaring it to be the "*Denrock Zephyr*," and the open gondola at the rear of the train had chalked on its side the name *Silver Gondola*. It was a sad but not exactly sombre occasion.

A venture off-line in June 1965 to power the Schlitz circus train from the Circus World Museum at Baraboo, Wis., to Milwaukee over the C&NW turned out to have lasting implications for the 4960, as the Circus World Museum wound up in possession of the engine upon her retirement. The Mid-Continent Railway Museum in nearby North Freedom stored the 4960 for many years (she arrived there under her own steam on July 29, 1966) and ultimately wound up with title to her. Then along came Mr. Keene and the Bristol & North Western, and the 4960 saga continued.

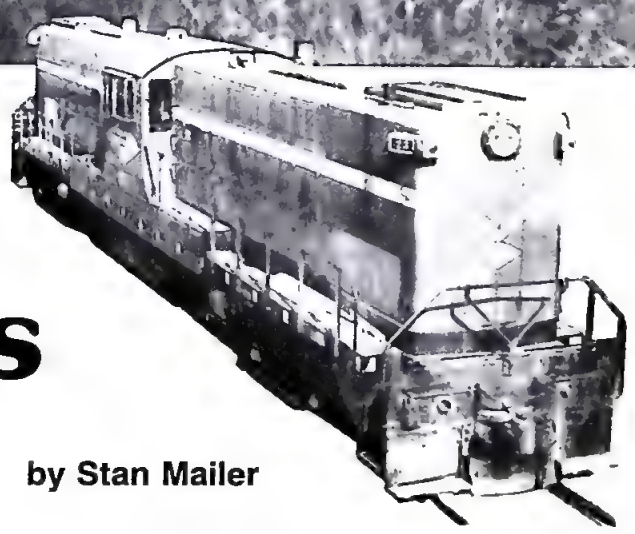
Gary Bensman, who was hired to overhaul the 4960 for the B&NW, observed that "Baldwin didn't help that engine very much when they built her in 1923. She's what you'd call a very *basic* steam locomotive almost totally bereft of modern appliances."

Homely, basic, enduring. What more could be said for a Burlington Mikado?

the Mike

4960's fan-tripping days on the CB&Q

by Jim Boyd



Before the Dragons

The MN&S Story: Part Two, motor cars and steam. **by Stan Mailer**

Long before the Baldwin "Dragons" inhabited Golden Valley, the predecessor of the Minneapolis, Northfield & Southern was operating its railroad exclusively with motive power which combined internal combustion and electric traction for both passenger and freight service in an effort to avoid the initial cost of electrification. The railroad was created by livestock feed entrepeneur and land promoter Colonel Marion W. Savage to connect his land holdings in the Minnesota River valley with metropolitan Minneapolis—and develop large tracts of suburban property in the process.

Colonel Savage's well-documented exploits in investment are wanting only for full accounting explanation; intricate interconnections allowed him to build a financial house of cards. Savage had a stock company, real estate holdings and the wonderful pacer, Dan Patch. On top of it all he built transportation to and from his holdings, in the form of mouthful-titled Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company. The empire lasted only about ten years, going down to ruin on the eve of World War One.

Savage's world included International Stock Feed Company (surviving today under other ownership), a mail-order business and an exposition building at Savage—formerly Hamilton (where Cargill grain elevators stand today)—plus the incredible International "1:55" Horse Farm. The latter time signature referred to the legendary speed of Dan Patch, which brought Colonel Savage fame over and above his business acumen—and, no doubt, helped sell a lot of his feed. Dan Patch was exhibited nationwide in a snow white Omaha Road horse car, and the Colonel capitalized wisely on his pacer's name. The horse farm and stable were colossal and dominated the Minnesota River valley at what is now Savage. The Colonel's summer home surveyed all from the bluffs high above, and the view of the all-wood Arabian knights

AMERICAN ENGINEER AND RAILROAD JOURNAL, JULY 1908 / ED KEILTY COLLECTION

STAN MAILER COLLECTION

THE DAN PATCH ELECTRIC LINES' first cars were three unique gas-electric/storage battery cars built by Strang for the Missouri & Kansas Interurban. The most luxurious was the steel *Irene,* which was later repowered and renamed *Marion.* The exterior and interior views of *Irene* are reproduced from the July 1908 *American Engineer and Railroad Journal.* More typical of the subsequent DPEL roster were GE-Wason "windsplitter" motor cars like the 9 and companion with trailers (left) at Lakeville circa 1912.

structure must have been exceptional. Herds of Minneapolitans were attracted to the site of a summer afternoon, and their transport requirements engendered first the Minneapolis, Rochester & Dubuque Traction Company of 1906, which hoped for the trolley wire in just a few months. The company was reorganized as a Maine corporation in September 1907 with the even more cumbersome title Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Company, but Dan Patch, the horse of a different color, brought a shorter name to the second incorporation at least as a slogan: Dan Patch Electric Lines.

At first the idea was to handle passengers to and from Savage, but eventually the scheme included extension to Dubuque via Rochester and Owatonna. Savage had reorganized the road for greater things, including seeding townsites on line for prototype Minneapolis suburbs. Unfortunately, the rate of growth was not what Minnesotans had hoped for, and a passenger traffic base did not build at the prescribed rate.

AMERICAN ENGINEER AND RAILROAD JOURNAL, JULY 1908 / ED KEILTY COLLECTION

ED KEILTY COLLECTION

THE TINY OGERITA was the first, smallest and least successful of the original three Strang cars and wound up as a powerplant for Antlers Park in 1914. Wason-GE 14 was the last new car bought by DPEL and was one of the three to become MN&S through the bankruptcy auction. It's shown (right) at Glenwood Jct. on June 5, 1941, a year from retirement.

While construction south from Minneapolis' fringe was swift, the wire in the air never materialized. There was well-engineered right-of-way, with 80-lb. steel reported in position for the first cars south to the river valley.

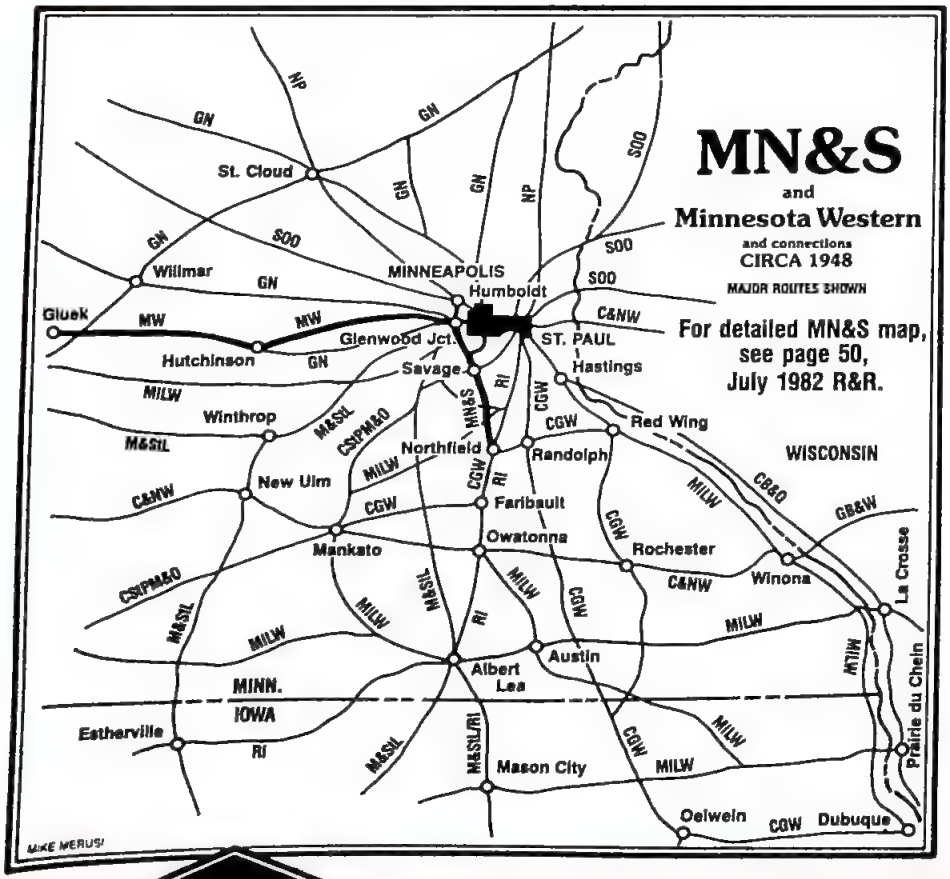
But how do you run a trolley line without wires? With gas-electric motor cars. And those "first cars" included some unique specimens of gas-electric craftsmanship: three gas-electric-battery cars from the Missouri & Kansas Interurban, the Strang System.

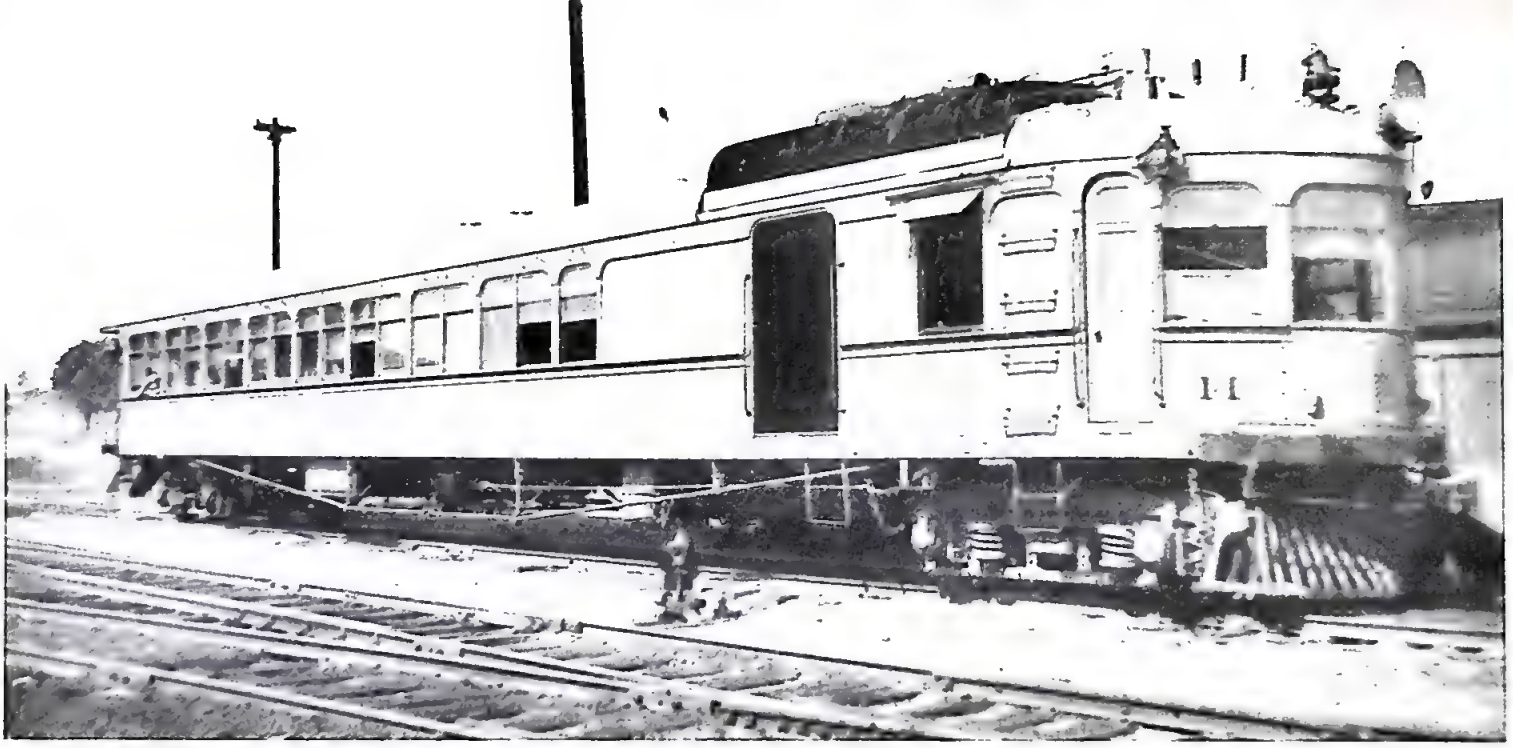
William B. Strang had built his M&KI line in 1904-1906 over the 20 miles between Kansas City and Olathe, Kansas, and to avoid the initial expense of the overhead trolley wire opted for self-propelled interurbans. General Electric had pioneered the idea of gas-electric cars in America in 1904, and its only real competition at the time was the gas-mechanical McKeen car (interestingly, the early GE cars imitated the McKeen "windsplitter" noses). Strang had an idea for the power plant for his cars that was sufficiently unique that he set up his own Strang Gas-Electric Car Company to produce them using GE equipment and carbodies by J.G. Brill of Philadelphia.

The Strang system utilized a large storage battery under the car that supplied the actual driving current for the traction motors, while the gas engine ran at an almost constant speed perpetually recharging the battery—this system became standard for submarine power plants.

A total of five cars were built by Strang between 1906 and 1909, and all were named for Strang's female relatives. The small *Ogerita* was first in 1906, followed by the larger *Geraldine* and *Marguerite,* all three being wooden cars. The luxurious *Irene* of 1908 was even larger (62 feet, 8 inches) and of all-steel construction; it was followed shortly by the *Rosamond,* a similar car but without *Irene's* open observation platform.

Within two years the Missouri & Kansas Interurban got its overhead wires and the five gas-electrics were put out of work. The *Geraldine* and *Margue-*





N. FOSSE. STAN MAILER COLLECTION

rite were converted to trolleys, while the other three were sold to Col. Savage's Dan Patch Line, arriving in time to inaugurate passenger service between Minneapolis and Lakeville on the Fourth of July, 1910. The *Irene* was the first car into Northfield when the road was completed there later that year.

Also in 1910, two GE demonstrator cars toured the Dan Patch, and the railroad purchased one of them as its No. 3. The demonstrators were the prototypes for GE's line of "standard" motor cars with rounded windsplitter prows on carbodies by Wason Manufacturing of Springfield, Mass., a streetcar builder. The Dan Patch bought four GE-Wasons in 1911 and seven more by 1915.

To compliment the motor cars, the DPEL also acquired a fleet of trailers, beginning in 1910 with four ex-New York "El" cars, which became 50-53. In 1912 and 1913 Wason turned out nine 48-footers (54-62), and in 1915 Brill followed with a dozen open-platform steel 57-footers (63-74).

Compared to the GEs, the Strang cars were underpowered, and their gas-electric-battery systems were a problem. Additionally, the *Ogerita* was too short for economical operation. The steel *Irene*, with its sumptuous interior and observation platform, was a favorite of Col. Savage, however, and in 1913 it was sent to GE at Erie, Pa., to be re-equipped with a standard GE power plant. It emerged as the *Marion*, in honor of the Colonel. The *Marion* survived *Rosamond* and *Ogerita's* retirement in 1914.

Gas-electricity by General Electric Company came perhaps as a result of two men associated with the Dan Patch in the early years. William P. Mason came out from the East and may have influenced Savage to build a railroad. Mason wound up managing on-line Antlers Park (a planned amusement park just north of Lakeville) many years afterwards. George O'Rourke was sent out by GE, managing to be around when the first few motor cars arrived from Wason-GE, and he was there when the name Dan Patch was indelibly linked via the gold horseshoe herald with the new black cars. The first of the Wasons were demonstrators of the shorter center-entrance design, while ultimately the larger rear-entrance cars came to offer increased capacity. It was these big 70-footers with the last word in GE's V-8 gas engines which survived long after in Minnesota, doing duty on the MN&S and Minnesota Western.

On the other end of the scale, little *Ogerita*, suffering from underpowering, was plugged into the Antlers Park lighting circuits, trucks generating cobwebs while the powerplant churned out kilowatt-hours instead of passenger-miles.

Whatever the initial intensity of traffic may have been, the road was heading for difficulty. While newspapers promised the wire overhead by 1911, catenary as an imprint of permanence was postponed, as was expansion

RANDOLPH BROWN COLLECTION

REGARDED AS THE FIRST internal combustion locomotive, DPEL 100 had two standard GE motor car powerplants inside its interurban boxcab body.

southward. Nonetheless, Northfield had its interurban by December first, 1910, but two-cars-each-way service didn't come until the 19th, departures from Northfield at 9:00 a.m. and 2:00 p.m. A promise of more service was held out for a time when more cars would arrive from the East. In January of 1911, *Irene,* which had chortled in with the state railroad commissioner's entourage in December, was backed through the Northfield shed door, injuring a local. A trade special in April, however, lit up the spring, as Northfield's merchants took to *Irene* en masse for a run to Minneapolis—the Strang apparently recovered from a bruised open platform!

The goal of Owatonna by September 1911 never came to pass. Indeed, to this day, completely graded right-of-way exists to a point two miles north of Faribault, which reportedly refused them entry. The Dan Patch froze in its tracks, never to build southward again. The actions of one Dan Conroy, contractor for the road, in entering property illegally and continuing construction work without a contract, put the shovel artists in Rice County Court. The road, if finished actually or symbolically by this affair, was unable to continue toward Dubuque, the one-time haunt of Colonel Savage. In time all things change, and the next year had Dan Patch cars on dense scheduling over Chicago Great Western into Faribault, followed shortly by freight and passenger service to Randolph, northeast of Northfield.

The completed route had no less than 30 stops carded. Population density refused to compliment ticket sales or property investment, though. Antlers Park did attract its quota of straw-hatted sports and Lakeville grew a little, but it wasn't enough to service the debt. The northern connection into the city, via the old 54th and Nicollet Avenue route, gave access to downtown via Twin Cities Lines trolleys, which terminated on the dusty road on the south edge of town. Today, most of this line remains as a freight and switching branch, known as the MN&S "High Line," to cement plants and other industries. Almost from the beginning, other attempts were made to put the road deeper into Minneapolis, to a downtown site if possible, but this would come later.

The gas-electric locomotives

A very interesting aspect of the Dan Patch at this time was its four GE locomotives, true pioneers in internal combustion. No. 100, which still survives today, preserved by the Minnesota Transportation Museum, was delivered in the summer of 1913. This little arch-roofed boxcab packed two standard 175-h.p. V-8 gas-electric motor car power plants into its riveted body, producing a true B-B locomotive with four GE-205 traction motors and 350 horsepower. Three near-duplicates, 101-103, were delivered in 1915, each capable of handling passenger specials as well as whatever freight work the road drummed up. No. 100 soon came to grief in a collision and was rebuilt with asymetrical ends and altered radiators, much as it appears today.

The Dan Patch also got its first steam locomotives, three Porter 2-6-0s, 200-202, in 1913. The four gas-electric locomotives were sold in 1918, with the 100 going to the nearby short line Minneapolis, Anoka & Cuyuna Range and the other three winding up on the West Coast with two becoming Visalia Electric 401-402 and the third becoming Pacific Electric 1501.

The little 100 then embarked on a rather bizarre career under the MA&CR, which was electrified at the

Dan Patch Electric Lines Motor Cars

(Minneapolis, St. Paul, Rochester & Dubuque Electric Traction Co.)

No./Name	Built	Builder	Notes
Ogerita	1906	Strang-Brill	Originally M&KI, to DPEL 1908, retired 1914.
Irene	1908	Strang-Brill	Originally M&KI, to DPEL 1910, rebuilt by GE 1913 and renamed *Marion;* to MNS as 15 in 1918.
Rosamond	1908	Strang-Brill	Originally M&KI, to DPEL 1910, retired 1914.
3	12/07	GE-Wason	Originally GE demonstrator 2, burned 1914.
4	5/11	GE-Wason	Sold 1916 Okmulgee Northern 109.
5	5/11	GE-Wason	Sold 1916 to JLC&E 110, became Frisco 2nd 2107.
6	2/11	GE-Wason	Sold 1916 Warren & Ouachita Valley 4.
7	7/11	GE-Wason	Wrecked 1914, rebuilt as baggage-trailer 200.
8	3/12	GE-Wason	Sold 1917 to SP&S, became W&OV 1.
9	5/12	GE-Wason	Sold 1916 Visalia Electric 450.
10	5/12	GE-Wason	Sold 1916 ONM&P, later Midland Valley 4.
11	8/13	GE-Wason	Sold 1916 SD&SE 41.
12	8/13	GE-Wason	Sold 1916 SD&SE 42.
13	7/15	GE-Wason	To MN&S 13, 1918.
14	8/15	GE-Wason	To MN&S 14, 1918.

DPEL Trailers

50-53	Ex-New York "El" cars.
54-62	Wason trailers, 1912-1913.
63-74	Brill trailers, 1915.

Dan Patch Electric Lines Locomotives

No.	Builder	Date	Type	Notes
100	GE	1913	350-h.p. B-B gas-elec.	To MA&CR 1918, preserved.
101-103	GE	1915	350-h.p. B-B gas-elec.	Sold 1918.
200	Porter	1915	2-6-0 (51" drivers)	To MN&S 1918.
201-202	Porter	1915	2-6-0 (51" drivers)	Sold 1918; 201 to MW.

Electric Short Line Motor Cars

No.	Built	Builder	Notes
300	5/09	GE-Wason	GE demonstrator 3.
301	7/14	GE-Wason	To Minnesota Northwestern 101.
302	2/06	GE-Barney & Smith	GE demonstrator 1/D&H 1000, rebuilt 6/14.
306	8/14	GE-Wason	Became MW 30.
308	3/15	GE-Wason	Became MW 32.
310	4/13	GE-Wason	GE demonstrator 24.
312	8/16	GE-Wason	To Midland Valley M-3, 1917.
304	5/13	Drake-St. Louis	Ex-MO&G (KO&G) 104.

MOTOR CAR ROSTERS compiled by Jim Boyd from August 1943 *Railroad* Magazine and data supplied by Edmund Keilly and Stan Miller.

STAN MAILER COLLECTION

A MILK TRAIN trails DPEL locomotive 100 in this circa-1914 view. The 100 was sold to the Minneapolis, Anoka & Cuyuna Range in 1918 and converted to straight electric, as it operated until 1957 when it was rebuilt (below) with a diesel engine.

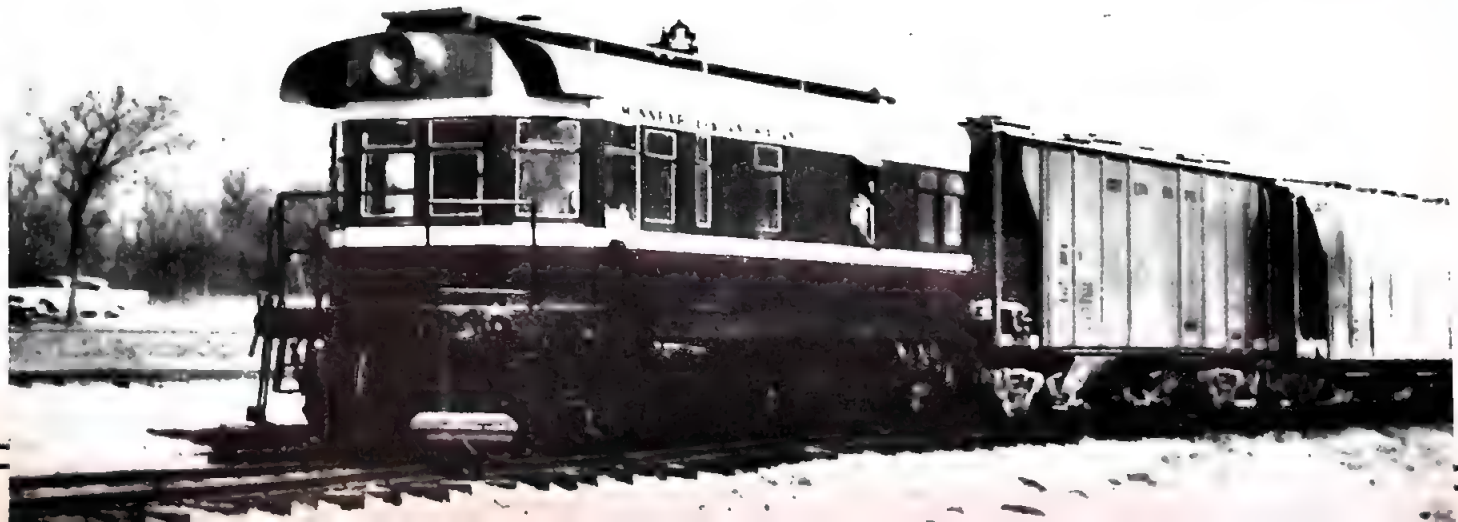
time. Its gas engines and generators were removed and it was rewired as a straight electric locomotive. It worked as a trolley locomotive for the next 40 years as the MA&CR gradually reduced its mileage to that of a short industrial switching line for Northern Pump Company in Minneapolis. When Northern Pump tore down the trolley wire in 1957, the railroad tossed a Waukesha diesel engine and generator back into the 100's cavernous little body and put it back to work as an internal-combustion locomotive again! It survived in regular service until the mid-1960s, when it was retired and slated for preservation.

Savage era ends

A strange thing happened to Colonel Savage and his horse: On the Fourth of July 1916, both became ill, Savage at age 57 and Dan Patch at age 20. Both died within hours of one another, and by the end of 1916 the Dan Patch Electric Lines went into receivership. The Savage empire steadily dissolved through 1916 as various committees rallied to maintain service. The entire estate was disposed of in short order; the stock farm was dismantled, and the nation's first all-gas-electric railroad—save for three Moguls—was looking for new owners.

As Dan Patch boosters sought a new organization for the road, another line with a similar history was expanding westward from Minneapolis toward Watertown, South Dakota. Begun in 1908, also as an electric line without overhead

RANDOLPH BROWN COLLECTION



wires, the Electric Short Line Railway by January 1914 was operating ten miles west to Parker Lakes, Minn., also with gas-electric cars.

Founded by Colonel W. L. Luce, the ESL, or "Luce Line Electric Railway," operated with six GE-Wason motor cars, two of which were rebuilt GE demonstrators, plus a 1914-rebuild of GE's very first gas electric, demonstrator GE 1/D&H 1000, with a Barney & Smith carbody. In addition, it picked up from the KO&G a unique Drake motor car, another rarity on the rocky road to internal combustion locomotion. Basically a wooden interurban carbody, the Drake was built by St. Louis Car and had a six-cylinder engine of 90 horsepower.

By 1916 the Luce Line ran 54.4 miles to Hutchinson and rostered six motor cars, 21 trailers and four second-hand Northern Pacific steam locomotives. It scheduled about a half-dozen round trips a day out of Minneapolis, with half going all the way through to Hutchinson and the rest terminating 18 miles out at Stubbs Bay.

The Luce Line had faced the same problem as the Dan Patch in trying to penetrate downtown Minneapolis and being blocked by the existing street railway system. While the Dan Patch contented itself with the Nicollet trolley connection on the south side of town, the Luce Line resorted to what could be politely called a real estate scam. It set up the Glenwood Real Estate and Improvement Co. and began buying up lots on and along Glenwood Avenue in Minneapolis. When the real estate company acquired what it wanted, it deeded the property to the Luce Line and went out of business, leaving the Electric Short Line Terminal Railway with a right-of-way from its terminal site at 7th Street and Second Avenue North to Luce Line Junction, now Glenwood Junction (north of Olson Memorial Highway, just east of Highway 100).

In 1913 the Dan Patch had built its line from Auto Club Junction north to Luce Line Junction and promptly made use of the downtown Luce Line terminal. The cost of this extension was one of the financial burdens that contributed to the Savage empire's downfall.

The MN&S

In April 1918 a reorganization committee of Minneapolis and suburban businessmen were hard at work obtaining subscriptions to a $250,000 fund to bail the Dan Patch out. By July, a South Dakota corporation, the Minneapolis, Northfield & Southern Railway, had been formed to begin anew under the leadership of H.E. Pence, Sr. His group acquired three motor cars (14, 15 and 16) and Mogul 200 from the forclosure auction of Dan Patch equipment. Under auction, Mogul 201 went to the Luce Line, and all other serviceable equipment was scattered to buyers all across the country.

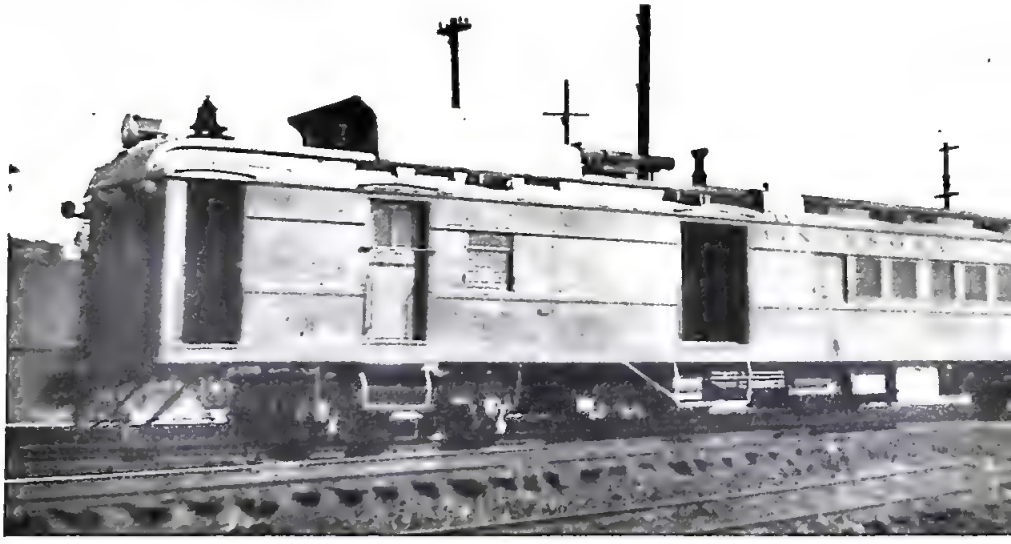
The Pence group put the railroad back in business in September 1918, and the idea of a terminal belt line around the west side of Minneapolis was probably firmly in mind, for any growth of the city westward could only bring it into contact with the MN&S.

Starting out somewhat short of power, the fledgling MN&S immediately purchased a second-hand tiny 1889 Baldwin 2-6-0, No. 1. Two years later, in 1920, two larger Moguls, 100 and 101, were bought new from Porter

Minnesota Western Motor Cars

30	8/14	GE-Wason	ESL 306, scrapped 1936.
32	3/15	GE-Wason	ESL 308, scrapped 1936.
34	3/13	McKeen	Ex-Soo 1, acquired 1920, disposition unknown.
36	4/13	GE-Wason	Originally Chicago, Peoria & St. Louis 103, then Oklahoma, Kansas & Missouri 106, to MW in 1924, converted to trailer in 1942.
38	4/13	GE-Wason	CP&StL 102/OK&M 107, to MW 1924, scrapped circa 1949.
39	1926	Pullman	Originally DT&I 36, to MW in 1940.

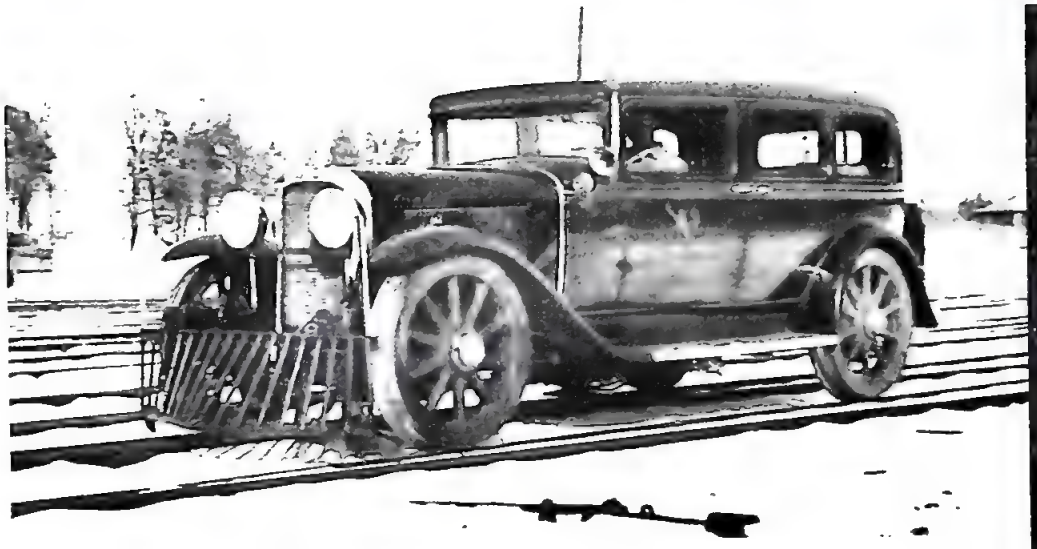
THREE PHOTOS N. FOSSE, STAN MAILER COLLECTION



THE LUCE LINE passenger terminal at 7th Street and 2nd Avenue North in Minneapolis served MN&S and MW in this 1941 scene.

and the little One Spot was retired.

Passenger service using trackage rights to Randolph and Mankato, curtailed either because of the Dan Patch Electric Lines' demise or through USRA stringencies, was reinstated. After the bleak early 1920s had brought about more solid financial establishment for the MN&S, it began expansion northward from Soonor, a mile or two west of Glenwood Junction. This was the six-mile Minneapolis Industrial Railway, which gave MN&S a direct connection with Soo Line at Crystal. Trackage rights over Soo Line put MN&S into NP's Northtown Yard, utilizing the Grove Yard facility, and finally allowing MN&S to use Shoreham Yard of Soo Line. Four stalls of the Soo roundhouse were part of the arrangement. Thus the final pattern of the MN&S was complete, save for the cessation of Mankato service shortly after the onset of the Great Depression.



MOTOR "CAR" A3 would be a collector's prize today. Minnesota Western combine 39 (below left) came from DT&I in 1940 and was MW/MN&S' last motor car acquisition.

Minneapolis, Northfield & Southern Steam Roster

Number	Type	Builder	Date	Drivers	Notes
1	2-6-0	Baldwin	1889	60"	Acquired 1918, retired 1920.
100, 101	2-6-0	Porter	1920	53"	Bought new.
200	2-6-0	Porter	1915	51"	Acquired from DPEL 1918, retired 1931.
201	2-6-0	Porter	1915	51"	Ex-DPEL, acquired with MW 1927, retired 1934.
143, 146	2-6-0	American	1907	55"	Ex-Soo compounds, acquired with MW 1927, retired 1932.
300-302	2-6-2	American	1906	63"	Ex-NP Class-T's, acquired 1925, retired 1932.
400, 401	2-8-0	American	1907	56"	Ex-DM&N, acquired 1927, retired 1932 and 1936 resp.
402	2-8-0	American	1905	56"	Ex-DM&N, acquired 1927, retired circa 1949.
403	2-8-0	American	1905	56"	Ex-DM&N, acquired 1927, retired 1935.
404	2-8-0	American	1905	56"	Ex-DM&N, acquired 1927, retired circa 1949.
405	2-8-0	American	1907	56"	Ex-DM&N, acquired 1927, retired 1931.
500	2-10-0	Brooks	1917	52"	Ex-DT&I 300, acq. 1932; USRA 1066, Russian E1155.
501	2-10-0	Brooks	1917	52"	Ex-DT&I 301, acq. 1932; USRA 1067, Russian E1156.
502	2-10-0	Brooks	1917	52"	Ex-DT&I 302, acq. 1932; USRA 1068, Russian E1144.
503	2-10-0	Brooks	1918	52"	Ex-DT&I 308, acq. 1933; USRA 1081, Russian E1191.
504	2-10-0	Brooks	1918	52"	Ex-DT&I 314, acq. 1933; USRA 1096, Russian E1206.
505	2-10-0	Brooks	1918	52"	Ex-Erie 2464, acq. 1935; USRA 1077, Russian E1187.
506	2-10-0	Brooks	1918	52"	Ex-Erie 2494, acq. 1935; USRA 1125, used for parts only.
506 (2nd)	2-10-0	Baldwin	1944	52"	Ex-USSR Ea2379, acq. 1944.
507	2-10-0	Brooks	1918	52"	Ex-Erie 2450, USRA 1157, to AT&N 427 in 1943, to MN&S 1945.

Minneapolis, Northfield & Southern Motor Cars

No.	Built	Builder	Notes
12	1/16	GE-Wason	Originally FEC 200, to MN&S 4/21, retired 1942.
13 (16)	7/15	GE-Wason	DPEL 13, renumbered MN&S 16 in 1920, scrapped 1939.
14	8/15	GE-Wason	DPEL 14, retired 1942.
15	1908	GE-Brill	DPEL *Marion/Irene*, scrapped 1932.
55	6/12	Wason	Trailer, DPEL 55, retired 1942
59	4/13	Wason	Trailer, DPEL 59, retired 1942
A1	?/18	White	31-passenger railbus, built at company shop. Sold 1922.

The MN&S' last flirtation with expansion southward occurred shortly after the first World War as a scheme worked out to transport automobiles to the Minneapolis distribution area. Ultimately, Messrs. Win Stephens and Herbert Pence, both with considerable automotive interest, entered the picture. The Pence-Stephens group explored the idea of purchasing the Green Bay & Western and linking it on the west end via trackage rights on the C&NW from Winona to Zumbrota with a proposed extension of the MN&S. The GB&W's complex financial picture is cited as the major deterrent, and the group's autos went via another route. Indeed, at that time, the GB&W was just embarking on auto hauling, a traffic which greatly increased that company's fortunes.

The steam era

From a time of motor cars and Moguls, the 1920s found the MN&S in need of more steam power. In 1925 they picked up three T-class 2-6-2s from the Northern Pacific and numbered them 300-302. They saw duty until 1932, and it wouldn't be unreasonable to assume that the large Prairies were probably too slippery for the stiff grades out of the Minnesota River Valley. Much more practical were the six 93-ton C-3 Consolidations acquired in 1927 from the Duluth, Missabe & Northern (sister engines of that same class were sold many years later by the Missabe to the Duluth & Northeastern as their 27 and 28). The 400-405 were the "big engines" on the MN&S until the arrival of the first second-hand Russian Decapods in 1932. Four of the 2-8-0s were retired in the 1930s, but the 402 and 404 survived until the end of steam.

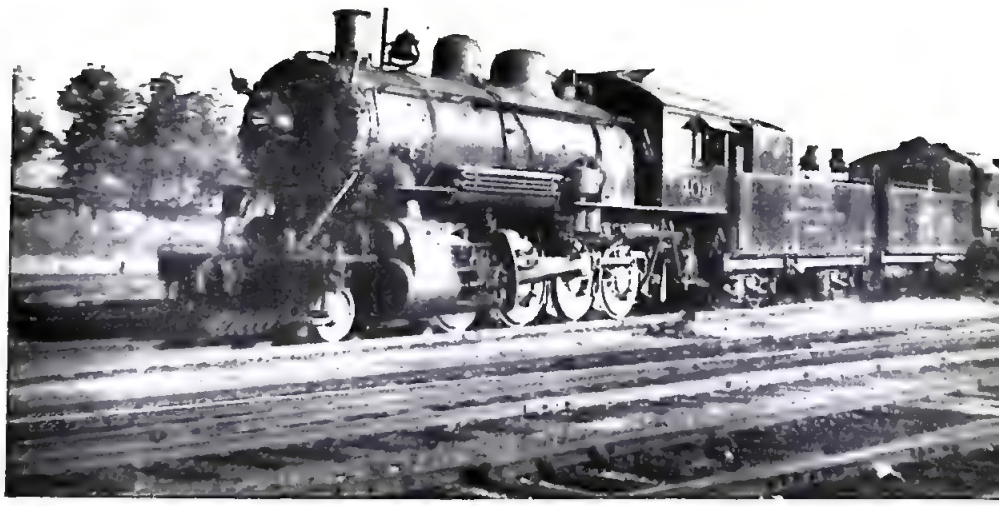
In 1927, about the same time as it picked up the Missabe 2-8-0s, the MN&S expanded in scope by taking over the operations—but not ownership—of the Luce Line Electric, which in 1924 had gone bankrupt and was reorganized as the Minnesota Western Railroad. By 1927 the MW stretched 115 miles from Minneapolis to its ultimate western terminus of Gluek (Wesota), Minnesota, forever falling short of Luce's intended destination in South Dakota.

The MW in 1927 rostered four motor cars which remained in operation under MN&S administration. The old Electric Short Line's sole McKeen car, the former Soo Line No. 1 (ESL 34), acquired in 1920, apparently didn't survive to the MN&S takeover in 1927, and the steam roster had evolved to a trio of second-hand 2-6-0s.

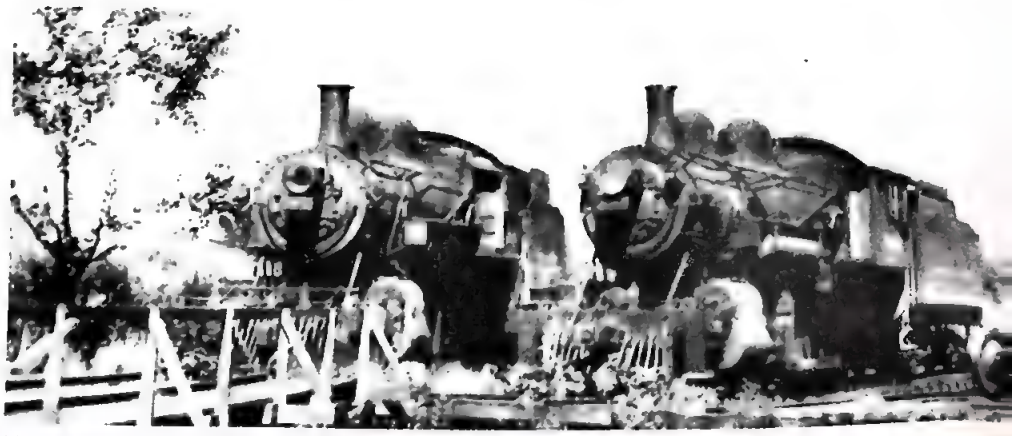
In assuming operations of the MW, the MN&S got back the old Dan Patch Mogul 201, along with a pair of unique ex-Soo Line 2-6-0s. The Soo Moguls, 143 and 146, acquired by the Luce Line in 1923, were cross compounds with one small 21-inch high pressure cylinder and a piston valve on the left side and a huge 32½-inch low pressure cylinder with a slide valve on the right side. They had added to the soot over Golden Valley throughout the 1920s as their smoke curled around the grain cars while their mis-matched cylinders produced an off-beat exhaust as they were "worked simple" until they got up to speed. When the intercepting valves slid over and they began working compound there was a different sound, that of only two soft beats per driver revolution. The two "slam-pounds" were retired in 1932.

In the passenger department, the MN&S entered the Depression with three motor cars from the Dan Patch Line: GE-Wasons 14 and 16, plus ex-*Marion* 15, which would be forever stamped with the term "Dan Patch cars," although that original company's existence was now history. They also had four orange GE-Wasons with silver roofs (30, 32, 36 and 38) from the Electric Short Line/Minnesota Western. A GE-Wason motor coach was acquired from the Florida East Coast, and as MN&S 12 it rounded out the gas-electric fleet until the former-DT&I 36 showed up in 1940. Built by Pullman, this new oddity (renumbered MW 39 to avoid conflict with MW's Wason 36) had two Hall-Scott engines under the floor. It gave the company its share of hard times in the maintenance arena and would be the last motor car acquired by MN&S/MW. The old *Marion*, car 15, was dropped from the roster in 1932, and the MW's two oldest Wasons (30 and 32) joined it in 1936, leaving the roads with five motor cars to begin the 1940s.

N. FOSSE, STAN MAILER COLLECTION



TWO EX-DM&N 2-8-0s are seen (above) at Glenwood in the early 1940s. The two ex-Soo compound 2-6-0s were dead at Glenwood (below) in July 1932. Russian 503 was at Shoreham in July 1947, while big Mogul 100 was photographed in April 1947.



WM. MONYPENY, STAN MAILER COLLECTION

The Russians and the War

The MN&S is remembered in the steam world mostly for its group of Russian Decapods, which came from the DT&I and Erie—and Soviets, in a way. During the First World War, well over a thousand light 2-10-0s were ordered from U.S. and Canadian builders for the Russian State Railways. Delivery was made on 857 of the locomotives when the Bolshevik Revolution of 1917 forced cancellation of deliveries with nearly 200 more of the engines still in the U.S. or on the erecting floors. The USRA assumed responsibility for the stranded Russians and had construction completed on enough to fill out the fleet to exactly 200 locomotives, 100 from Alco and 100 from Baldwin. "Americanized" to standard gauge from the Russian five-foot gauge by the simple expedient of seven-inch wide driver tires, the 200 were assigned to a wide variety of U.S. railroads and ultimately served 42 different owners, among them the Erie and DT&I.

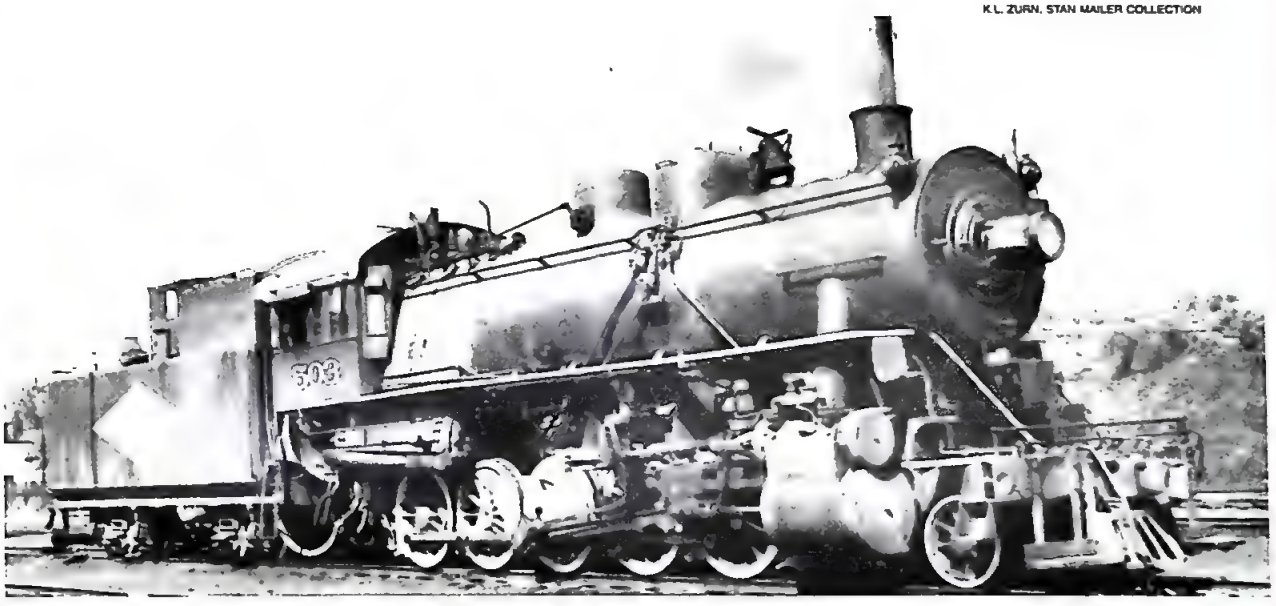
In 1932 the MN&S acquired its first three Russian Decapods, 500-502, from the DT&I, where they had been the 300-302 (USRA 1066-1068, originally to have been Russian State Railways E1155, E1156 and E1144). These were just what the railroad needed, and in 1933 they were followed up with two more: MN&S 503-504 were DT&I 308 and 314, originally USRA 1081 and 1096, Russian E1191 and E1206, respectively. (The DT&I had rostered a total of 15 Russians.) In 1935 the MN&S turned to the Erie for two more Russians. Erie 2464 (USRA 1077, Russian E1187) became MN&S 505, while Erie 2494 (USRA 1125, no Russian number) was acquired for parts and never really worked as MN&S 506.

When the Second World War broke out, the Soviets became our allies; the Russian Decapod design was resurrected and over 2200 more were built and shipped to Russia. With over 3000 such locomotives built during the two wars, the Russian Decapod may be the largest class of locomotives ever built to a single general design.

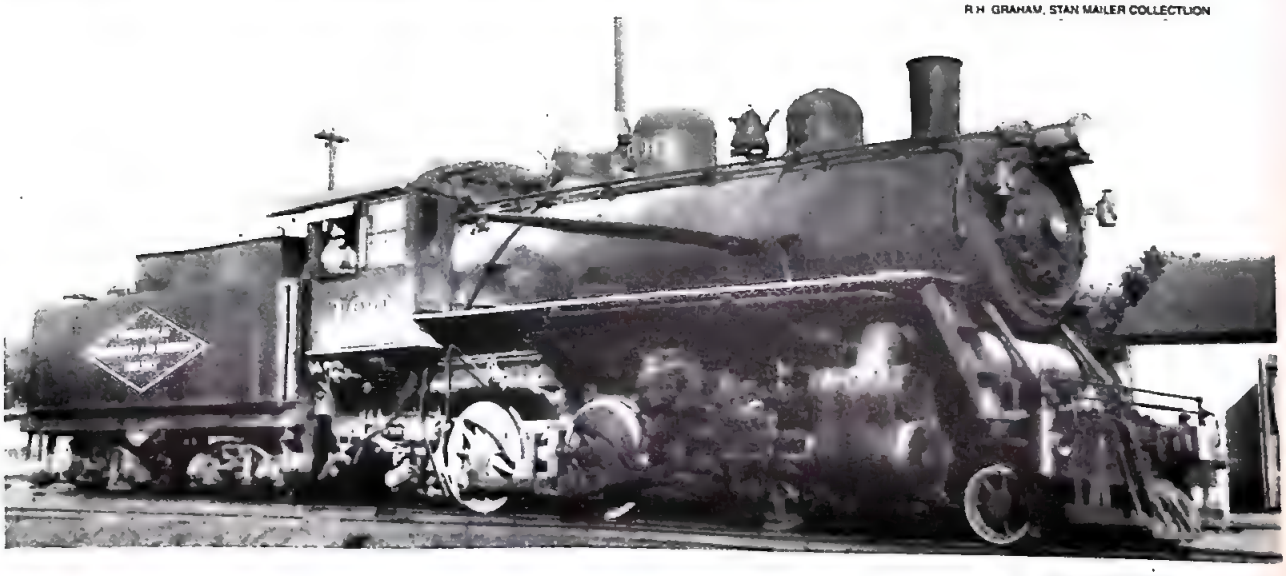
At least one of the 1944-built Russians never made it overseas, though. It seems that Soviet Ea2379 was the victim of a capitalist crane which dropped a good socialist locomotive on the dock at Seattle. It went back to Baldwin for repairs, and the MN&S purchased the windfall as its second 506. On the MN&S, the new 506 seems to have inherited an NP-style headlight off one of the Missabe 2-8-0s.

The 1944 Baldwin was not the MN&S' last Russian Decapod, though, for shortly thereafter it acquired from the Alabama, Tennessee & Northern their 427, which they had gotten in 1943 as Erie 2450, a 1918 Baldwin that had been USRA 1157. This ex-AT&N

K.L. ZURN, STAN MAILER COLLECTION



R.H. GRAHAM, STAN MAILER COLLECTION

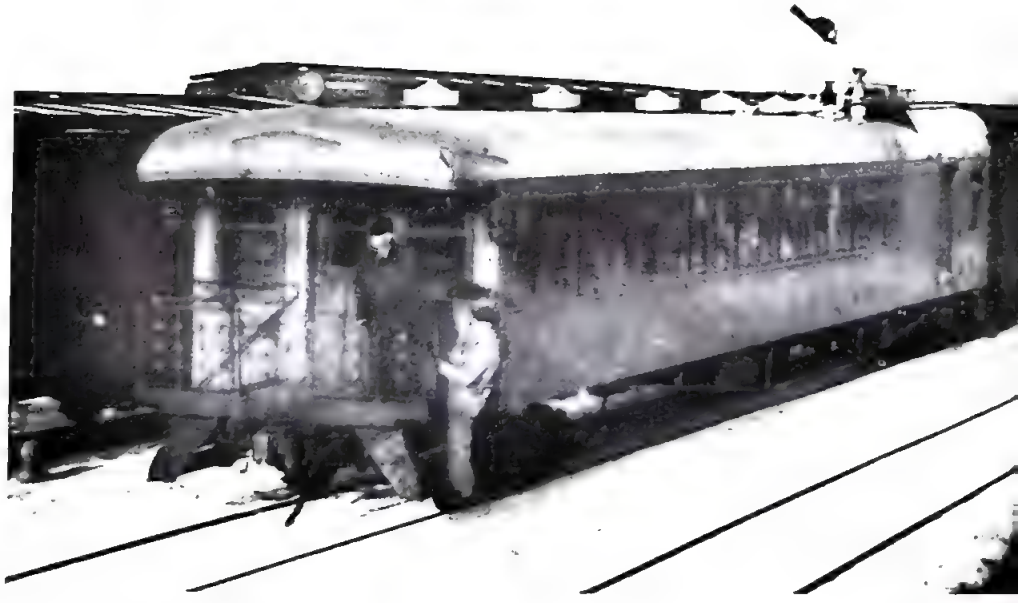


DOUBLEHEADED RUSSIANS were the rule in the 1940s as these views of 502/505 (above) and 507 and mate (right) show.

engine became MN&S 507, its last steam locomotive.

During the war years, with gas-rationing in effect, the MN&S/MW motor cars saw a trifle more patronage. MW had the most, as it alternated between the ex-DT&I car 39 and a spare Wason-GE. On weekends during the war, a Wason trailer was carried as far as Hutchinson, where it was left after handling large crowds. The trailer car received some attention, with a new coat of orange paint, while the shops worked up an imaginative alternative. MW's motor 36, another Wason-GE, had come to the end of things as a gas-electric, but the need for a spare coach was evident. The shops removed the GM-16 engine and electricals from the car and rearranged the space as observation-parlor! Looking much like the rear of NYC's *Mercury*, hardly anyone would detect the discrepancy—except, perhaps the veteran riders. Somehow, it may be that the observation car never was used, as no photos seem to exist of it. The MW originally had two business cars, *Gopher* and *Pheasant*, the latter leaving for duty on M&STL. *Gopher*, however, was (and is) still around, now to be found along the shores of Leech Lake, over 100 miles from its original home. *Gopher* at one time was used as a firing platform when officials would take their pheasant-hunting at trackside in an organized manner. With Mogul 100 shoving the car ahead at a brisk pace, the shot and shell flew from the car's open platform in a manner most efficient.

On the Northfield end, Motor 14 handled a hopeless task of passenger-only operation. While MW at least had the mails and its subsidy, the white bags took another route out of Northfield.



MN&S MOTOR CAR 12, originally FEC 200, worked as a switch engine at Glenwood between passenger runs in the early 1940s. Passenger service to Northfield ended in 1942 but continued on the Minnesota Western until 1949. The MN&S business car *Gopher* was one of two originally on the MW. 2-10-0 506 is the only World War II Russian on the MN&S. Built in 1944 and dropped on the dock in Seattle, USSR Ea2379 was rebuilt by Baldwin and sold to MN&S. It's shown (right) in Minneapolis in October 1947.

STAN MAILER COLLECTION

THREE PHOTOS N. FOSSE, STAN MAILER COLLECTION

The Northfield car ran in from the south end in the morning, arriving at the old ESL terminal in time to utilize the car as a switcher. After a while, the car returned to its passenger duty and the return to Northfield. Rarely did one of the Wason trailers follow down to Northfield. Deficits finally got out of hand, and Motor 14 made the last Northfield run on April 30, 1942. In summer of 1943, the passenger train's regular engineer died, and as a final Dan Patch gesture, one of the motor cars was cranked up for a passenger extra at mid-day for the gentleman's funeral. Passenger operation on the MW continued until 1949.

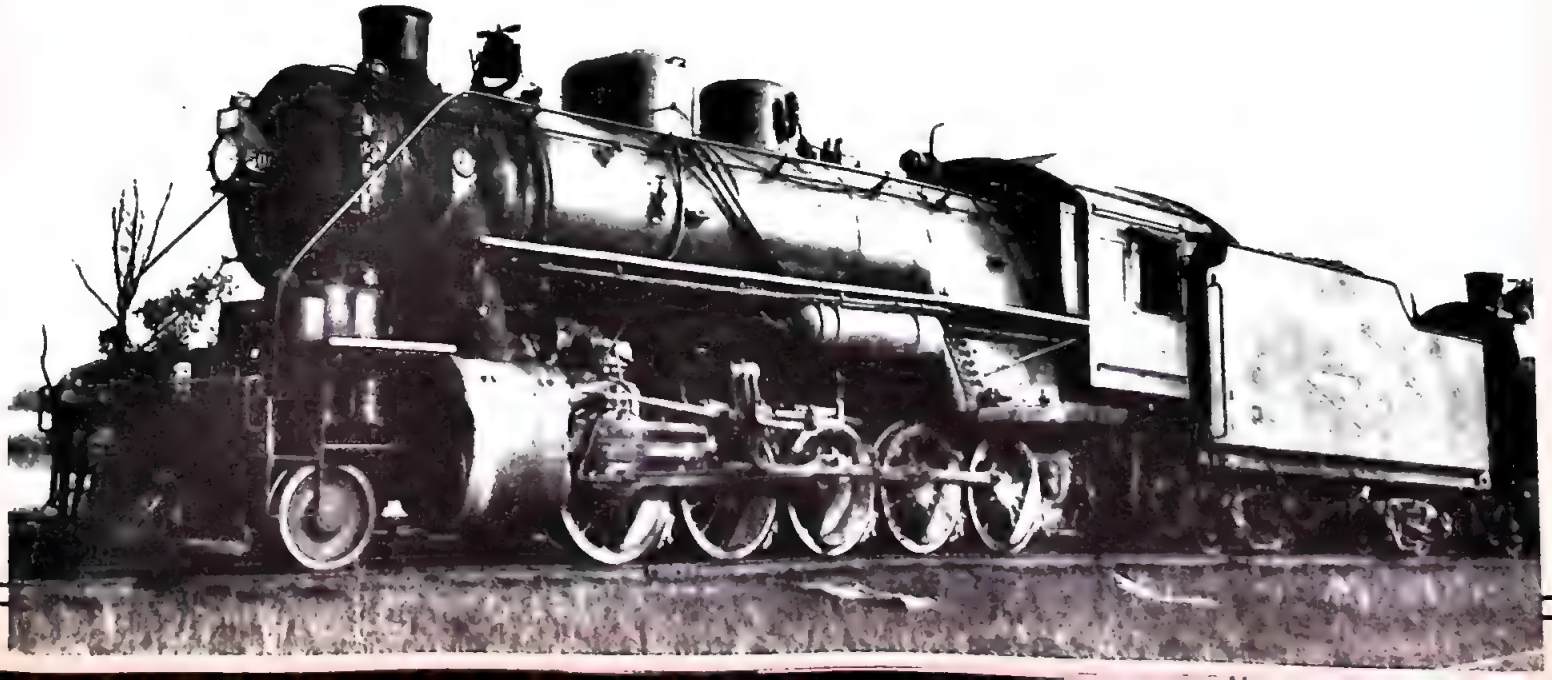
In freight service, the Decapods would chiefly run main line trains doubleheaded, for even with their ten drivers available, there was need for further adhesion and tractive effort. A need to be gentle in crosssing the Minnesota River bridge dictated that the steam power be split, with a few cars in between. Runs down to the GN transfer or elsewhere would operate without benefit of spacer cars. The operation practice at Northfield found the steam power running backwards with its train northeastward to Randolph after switching Northfield. The engine was kept at Randolph under the care of a night watchman, not far from the CGW depot, which also hosted that road's 2-10-4s and 2-6-2s. In the morning, after filling out with CGW transfer cars, the MN&S train would slip back south over the joint CGW/MN&S line to Northfield, where the engine was turned and then operated with its train to Glenwood Junction.

Epilogue

And that's where the Blue Dragon and other diesels come in. The MW dieselized with a Baldwin switcher and a pair of FMs, while the MN&S replaced its Russians and other steam locomotives with Baldwin centercabs and switchers before turning to EMD in the 1960s—as was related in the July '82 R&R.

The "First Quarter 1982" issue of the *Soo Liner* Magazine had a four-page feature on the MN&S in which it summarized the road's history and noted that: "In January 1982 an agreement was reached between the MN&S and Soo through which the Soo would acquire all of the stock of the carrier. The proposal is now before the ICC awaiting approval. When acquired, the MN&S will remain a separate corporate entity for the immediate future, but its operations will be consolidated with Soo's." ⊂

R.H. GRAHAM, STAN MAILER COLLECTION



JUD POWELL

Winter Greens

by Mark Perri

When the Illinois Terminal became part of the Norfolk & Western, its six SD39s suddenly found themselves with new numbers, surroundings and duties.

November is a month of change, from the moderate temperatures and vibrant foliage of autumn to the bitter cold and drab lifelessness of winter. In a similar vein, November signaled the transfer of the Illinois Terminal's six SD39s from the prairies of Illinois to the coalfields of southeastern Ohio, the result of the former interurban's sale to the Norfolk & Western.

In a role that effectively complements their turbocharged

ROGER DURFEE

KODACHROME KURT STETZER

anatomy and lean build, the SD39s now spend their day peddling dusty black hoppers throughout a network of regional branch lines laid out by the old Wheeling & Lake Erie. In an almost constant shuttle, active mining towns like Georgetown, Harrisville and St. Clairsville are linked with the old W&LE main at Brewster. What was once the domain of Berkshires and 2-6-6-2s, then SD9s and DL702s, now belongs to the SD39s and other black N&W six-motors.

Not until they sport the formal black dress will these six flatlanders completely mesh with the new operations. For now, they are in limbo: mavericks in color, in model and in spirit—but tamed, marked with the "NW" brand of the corporate entity in which they serve.

By the end of February, all but the 2302 had been stamped with the new image. While still a maverick, the 2302 relays its feelings through the photographs, just four days before it, too, became indoctrinated into the new railway as the 2962.

Last November, an unfeeling winter symbolized the harsh realities of change for the 2302. Soon, the complimentary color and revitalizing spirit of spring will belong to the 2962, and those of us who appreciate the importance of a half-dozen green and yellow mavericks in a herd of black workhorses will be drawn again to the area of Pine Valley to make permanent on film what the future is sure to change.

TWO KODACHROMES MARK PERRI

WEATHERED BUT DISTINCTIVE among the N&W blacks, the ITC SD39s added a splash of color to the coalfields around Dillonvale, Ohio, last winter. "Rayland? I'd rather be going to Decatur," seems to be 2302's reaction (top) on February 27. The 2302 was one of the last SD39s to receive the "NW" brand.

THE "NW" IMAGE was added over the ITC colors, as 2966 showed on February 27 (above). There were variations, such as the 2966 with Geep and 2963 with the caboose (left) at Dillonvale. The ITC 2301-2306 became N&W 2961-2966. Even the 2302 got the new image and number 2962 (top left) a few weeks later. Can a fresh coat of black be far off?

Montreal's Big Centurys

Six-motors and 251-engines thrive in Canada. **by Scott Hartley**

Between 1963 and 1968, Alco Products built a total of 246 model C628, C630 and C636 diesels for use by American railroads. The six-axle, high-horsepower members of Alco's "Century" line became known by the trainwatching fraternity as Big Centurys. The locomotives were magnificent to watch: tall, angular, loud and smoky.

Following Alco's exit from the locomotive building business in 1969, the Big Centurys quickly became orphans among growing ranks of Electro-Motive and General Electric diesels. Thus, over the past several years, we have watched in dismay as American railroads dismembered their Century fleets, large and small. By 1981, Alco's burly six-motor hoods could be found operating in the U.S. only in the form of ten C630s in yard service in Norfolk & Western and 30 ex-N&W C628s on the Chicago & North Western in Wisconsin and Michigan. (Interestingly, all of these Alcos are of the high-nose variety, the only Big Centurys so built.) A few other samples clung to the rosters of Espee and L&N, but they were out of service. Big Centurys still exist in relatively healthy numbers, however, in Mexico and in the wilds of Australia.

Happily, we should be able to watch and listen to these engines for several years to come, thanks to the efforts of Alco's Canadian licensee, Montreal Locomotive Works. Throughout the diesel era, MLW had more or less duplicated Alco's locomotive offerings for north-of-the-border customers. Six-motor freight hoods, carrying the same model numbers and nearly identical in appearance to Alco's Big Centurys, were produced by MLW.

After Alco quit, MLW emphasized its new independence by introducing its "M" Line, updated Big Centurys with an M replacing the C in the model number: e.g. M630, M636.

Montreal turned out its big hoods for Canadian National, Canadian Pacific, Pacific Great Eastern (and later British

CP RAIL has the one-and-only M640, the 4744, which has since been de-rated to 3600 h.p. but retains its distinctive angular radiators. As seen from the tracks of rival CN, CP Montreal-Toronto freight 927 (right) leaves Montreal Island over the St. Lawrence onto Ile-Perrot on September 4, 1981, with two M636s bracketing an M630.

PHOTOGRAPHY SCOTT HARTLEY, EXCEPT AS NOTED

CANADIAN NATIONAL teams up new and old Montreal-built power to bring a westbound through St. Lambert, Que., on its last lap from the Maritimes to Montreal in August 1980. An M636 leads two RS18s past the well-kept St. Lambert depot.

Columbia Railway) and the ore-hauling Cartier Railway, as well as some for export. The largest groups of high-horsepower C-Cs went to the Dominion's two transcontinentals, CNR and CPR, for a combined total of 166 units. Both railroads have concentrated their MLW fleets in eastern Canada, and in the early 1980s, the city of Montreal has become the world's capial for these units.

CP Rail

Canadian Pacific followed its first Centurys, 51 C424s, built between 1963 and 1966, with eight C630s in 1968. These were the last MLW's to be painted in CPR's classic maroon and gray colors, a scheme replaced by the red, black and white "Multimark" a few months later. The next couple of years brought large numbers of the new M line to CP Rail when 29 M630s and 44 M636s arrived on the property. The M630s were initially assigned to western lines and came equipped with Locotrol and Pacesetter equipment for mid-train helper operation. The M636s were purchased for systemwide service.

However, the new MLWs quickly began to suffer failures in the harsh Rocky Mountain weather, and before long all were reassigned to Montreal for use on eastern lines. Growing ranks of SD40s took over in the west and have held down those runs ever since. CP Rail generally keeps its big MLWs east of Calgary today, and the Locotrol and Pacesetter devices were transplanted to GMDs. In addition, the M636s were subsequently derated from 3600 to 3300 horsepower.

The poor reliability of these engines apparently soured the relationship between CPR and MLW, as the railroad purchased only one additional unit from the builder after the M636s. That single engine, a one-of-a-kind from MLW, was M640 4744, a six-axle hood, generating 4000 h.p. from an 18-cylinder prime mover. The lone M640 has been prone to bad luck, having been wrecked and also fire damaged. Reportedly now derated to 3600 h.p., the 4744 remains in daily revenue service with its slightly older colleagues.

Canadian National

The Canadian National followed its practice of keeping MLW power on the eastern half of the system when it picked up its first Big Centurys, 44 C630Ms (the "M" stands for Montreal, not modified) in 1967-68. These were followed by 40 M636s in 1970 and 1971. CNR, like CP, apparently found these 3600 h.p. units too tempermental, as the road's M636 fleet is now rated at 3000 h.p. The Canadian Nation-

BEACONSFIELD, QUEBEC, is the scene of CP Rail Extra 4704 West on a mile of 40-foot boxcars on May 26, 1979. The power is M636 4704 and C424 4243. Note 4704's ditch lights.

al's collection of big MLW's remains intact, save eleven M636s which were sold in 1976 to the Cartier Railway in northeastern Quebec.

However, the CNR's fleet is being expanded again as it takes delivery this year of 20 new HR616s from MLW-successor Bombardier. These new units are quite unique in that they have a full-width cowl carbody and the "Canadian comfort cab" with full width nose. What makes these units different from other U.S.-built cowl units like the F45, U30CG and SDP40F is that the HR616 has the side body tapered in behind the cab to provide back cab windows and a degree of rearward visibility—not quite as much as a typical road switcher but considerably more than a conventional cowl or covered wagon. This modification has been dubbed "Draper's Taper" after CNR's assistant chief of motive power, William L. Draper, the man primarily responsible for the design of the locomotive.

The cowl carbody design was chosen because of its advantages in severe snowy weather, and one of the unit's prime design features is that it draws cooling and breathing air from the top rather than side of the carbody, a position that will reduce unwanted snow intake by an estimated 80%. The HR616 designation signifies "*H*igh *R*eliability *6*-motor *16*-cylinder" in the Bombardier lexicon. The turbocharged 16-cylinder 251 engine is rated at 3200 horsepower, and the locomotive is equipped with Bombardier's new wheel-slip control system. The CNR road numbers are 2100-2119.

Montreal operations

Montreal is today's focal point of operation for both CNR and CP Rail's big MLWs. Both railroads' transcontinental main lines pass through the city, and a trainwatcher can always count on seeing lots of trains, many of them with Big Centurys on the point.

CP Rail trains in and out of Montreal are classified at sprawling St. Luc Yard, west of the city. Most CNR trains originate and terminate in the adjacent Taschereau Yard. Canadian National's container and piggyback trains run out of

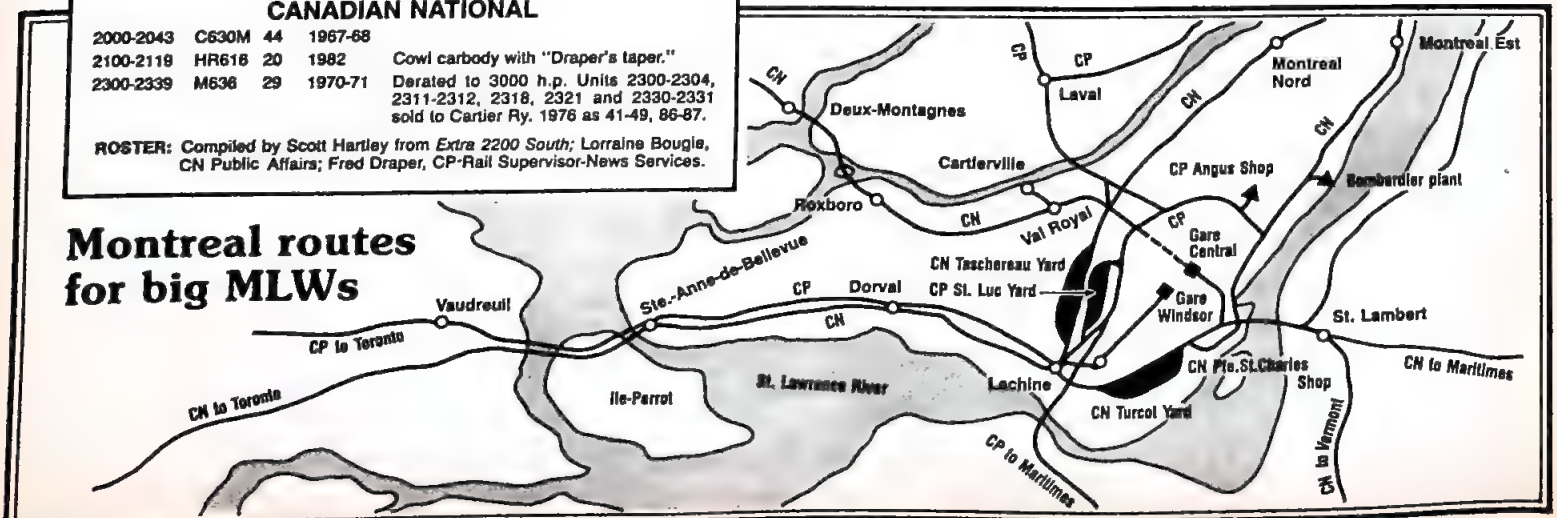
CANADIAN PACIFIC

Numbers	Model	Currently on roster		Notes
4500-4507	C630	7	1968	4506 damaged by fire, retired 1974.
4508-4512	M630	5	1969-70	
4550-4573	M630	23	1969-70	4552 wrecked and retired 1974. 4558-4569 were originally 4513-4516 and 4574-4581.
4700-4743	M636	44	1969-70	Derated to 3300 h.p.
4744	M640	1	1971	Derated to 3600 h.p.

CANADIAN NATIONAL

2000-2043	C630M	44	1967-68	
2100-2119	HR616	20	1982	Cowl carbody with "Draper's taper."
2300-2339	M636	29	1970-71	Derated to 3000 h.p. Units 2300-2304, 2311-2312, 2318, 2321 and 2330-2331 sold to Cartier Ry. 1976 as 41-49, 86-87.

ROSTER: Compiled by Scott Hartley from *Extra 2200 South;* Lorraine Bougie, CN Public Affairs; Fred Draper, CP-Rail Supervisor-News Services.



Turcot Yard, located parallel to the main line between downtown and Taschereau.

The busiest lines in terms of freight activity are the CNR and CP mains heading west, which come together just east of Dorval and run side by side to Vaudreuil, a distance of about 15 miles. Autoroute 20 runs parallel to the railroads, and there are plenty of good, easily-accessible photo spots. VIA passenger trains to Ottawa and Toronto use the CNR, and CPR commuter runs to and from Vaudreuil behind FP7s are common sights on the adjacent tracks.

A majority of CPR's freight action usually occurs after dark, and these, of course, seem to be the trains that invariably have three-and-four-unit sets of Big Centurys on the point. Nevertheless, it's a fine way to spend an evening, just sitting along the main and experiencing 9900 MLW horsepower moving a mile of boxcars out of town. Fortunately, there is still enough CPR daylight freight activity to burn up plenty of Kodachrome. Big and little MLWs are the norm on most through freights. However, as CP Rail's ownership of SD40s has swelled over the 500 mark, these GMD invaders have become increasingly common as far east as Montreal. Worse, crews seem to prefer the newer SDs, and St. Luc Yard will often put them up front in lashups.

Canadian National runs even more freights than CP Rail, and spaces them around the clock. GMDs power most CNR freights on lines west of Montreal, although big MLWs can be found on these runs, and C630s and M636s are frequently mixed in with Geeps and SDs. CNR allows its C630s and M636s only as far west as Toronto, Sarnia and Capreol, in order to centralize parts inventories and because western maintenance crews are unfamiliar with the mysteries of MLWs.

Canadian National and CP Rail both have freight timetables in effect for their operations west of Montreal, although there are frequent deviations from these schedules. Considering the frequency of trains on these lines, the best trainwatching advice is to find suitable locations and get ready for the action. In addition, keeping an ear to the scanner (CNR: 161.415 mHz; CPR: 161.475 mHz) will give a good idea of what's moving and what will be pulling it.

Freight density is much lighter east of Montreal on CNR's transcontinental main to Quebec City and Halifax and CPR's line to Sherbrooke and St. John, but these are the routes where MLWs are the rule rather than the exception. Canadian National has about a half dozen round trips, while CP Rail cards only two through trains in each direction. Extras are common, though, and traffic picks up in the winter when the parallel St. Lawrence Seaway becomes clogged with ice.

Canadian National trains to the east leave Montreal over the combination rail/highway Victoria Bridge, near downtown. CP Rail trains cross the St. Lawrence south of St. Luc Yard at LaSalle.

CNR freights usually are powered by sets of C630s and M636s, with smaller MLWs and GMDs helping out. With excellent trackage to ride over, Canadian National's eastern freights are allowed 60 miles per hour. An even more impressive sight is CNR 212, which leaves Turcot at noon bound

CANADIAN NATIONAL

"DRAPER'S TAPER" behind the cab makes the new CN Montreal HR616s, 2100-2119, distinctive even among other cowl carbody units. These first full cowl units for Canada have a 16-cylinder 251 engine rated at 3200 h.p. and are intended to give superior performance in severe winter weather by drawing cooling and breathing air from the tops to minimize snow troubles.

for Halifax Monday through Friday. This mostly-COFC train, referred to in 19 orders as "Express Extra," is invariably assigned two or three big M's and has a speed limit of 65. And management expects this train to keep on schedule.

The CP Rail line east cuts across the state of Maine on its way to the Atlantic Ocean. As a result, diesels on this route have to be approved for "international" service. Until recently, smaller MLWs, including C424s, RS18s, RS10s and RS3s, held down these assignments. However, a couple of years ago, all of CPR's Big Centurys were approved for international service, and now the 4500 and 4700 series units can be found along with the normal C424s on the line.

The Big MLWs are heavy main line machines on both Canadian National and CP Rail, and rarely do they stray off the transcontinental routes described above. However, the many other lines radiating from Montreal are far from boring for the Alco fan. Both railroads' entire MLW fleets are concentrated in eastern Canada, and Alco-design units abound on all of the secondary routes as well as the main lines. CPR offers C424s, RS18s and even a few RS10s and RS3s. CNR has RS18s, C424s, and wide-nose M420Ws, and both roads operate large fleets of MLW switchers.

A few precautionary words are in order. CNR's Taschereau and Turcot Yards and CPR's St. Luc are obviously off limits. These are busy facilities and are well patrolled. The best pictures are out at lineside, anyway. Railroad police keep a close watch along the right-of-way as well, but they are unlikely to

CN HOTSHOT 212 prepares to leave Turcot Yard on September 3, 1981, with M636 2337 and C630M 2026 for an 850-mile run to Halifax, Nova Scotia. Its consist of pigs and containers, is evidenced (top left) by the rearward view leaving Montreal. The 251s are rumbling contentedly through Southwark (left).

bother the trainwatcher who observes basic safety rules. Common sense is the watchword. A great number of trains are rolling at high speeds, and due to the excellent track conditions, even an MLW-hauled freight can sneak up on you. Be alert.

The Future

Montral's big MLWs are already more than a decade old and have rolled up a lot of miles in those years. Nevertheless, both railroads keep their engines in sound mechanical condition, and the fleets should be with us for some time to come. There are no plans to retire these units, and both roads continue to perform full overhauls: CNR at Moncton, N.B., and CPR at Montreal.

It's no secret that CNR and CPR were less than impressed with the initial reliability of the big MLWs, and subsequent large orders of the competitor's locomotives verify this. Since its last M636 in 1971, Canadian National has only purchased 80 locomotives from MLW and its corporate successor, Bombardier: four-axle 2000 h.p. M420W road switchers, which suffered from poorly-designed cooling systems until modifications were made. However, CNR's 20 six-motor HR616s and ten M420-like HR412s should be delivered any time now.

CP Rail hasn't touched an MLW product in ten years. Canadian Pacific is apparently taking a wait-and-see attitude toward the new line, and although officials wouldn't commit themselves, stated that the company might consider Bombardier four-axle locomotives, should the need arise. (However, it should be noted that CPR is in the midst of an extensive program of rebuilding its GP9 and RS18 fleets, so that need may never arise!)

We can only hope that Bombardier will prove these critics wrong. It won't be long before we find out, as the new diesels are right now going into service with their older brethren. But no matter what the outcome, there are still lots of Big Centurys running on the rails of eastern Canada. A few days along the lines in and out of Montreal will provide sights and sounds that cannot be experienced elsewhere.

the book

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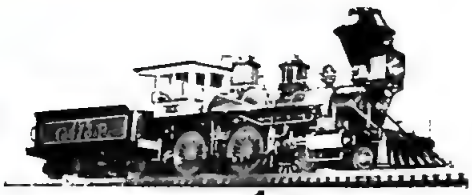

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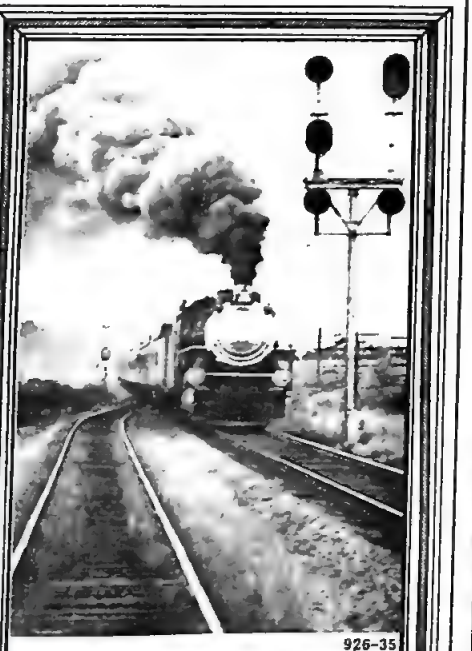

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TWO PHOTOS JIM BOYD

THE RECIPIENTS of the first R&LHS Railroad History Senior Achievement Awards at the R&LHS convention banquet in New York City on May 8, 1982, were (above, l to r) Richard C. Overton, David P. Morgan, and John H. White, Jr. Recipient Gerald M. Best was presented with his framed certificate (below) by his wife in his home as he was connected to the banquet by telephone.

The Railroad History Awards

The Railway & Locomotive Historical Society is a prestigious organization within our hobby, founded in 1921, that is not as large or diverse as the National Railway Historical Society, but which from its smaller base has probably been responsible for the accurate documentation and publication of more railroad history than any other railfan organization. Its *Railroad History* Magazine, published biannually, is a well-organized wealth of pure information (the history of the Russian Decapods included in the MN&S article in this issue was largely gleaned from *Railroad History No. 127* and its detailed rosters of those 2-10-0s).

In early 1982 the R&LHS announced the creation of "The Railroad History Awards," which will honor achievements in publication of rail history and railfan material in all aspects from pure scholastic research to publication in the popular magazines. Beginning in 1983, the Railroad History Awards will be chosen from material published in the preceding calendar year (copyright dates on books and cover dates on magazines will be the likely determine the material's year of eligibility).

Under the coordination of Bill Withuhn, an R&LHS Awards Panel was created to nomiate and vote upon the material to be considered. The 1982 panel consisted of George W. Hilton; Herbert H. Harwood; Albro Martin;

JERRY BEST, in California, talked with Bill Withuhn (above) and participated in the R&LHS banquet in New York City via speaker-phone.

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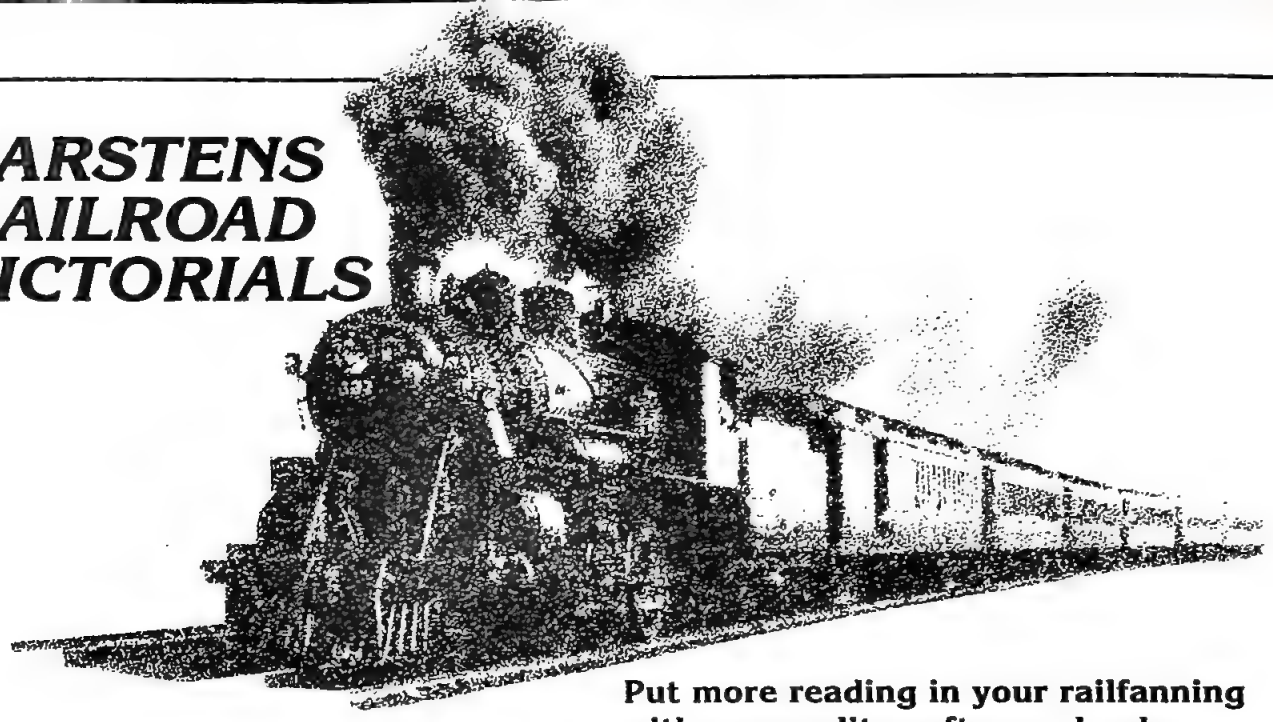

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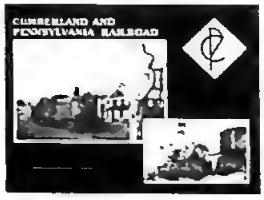

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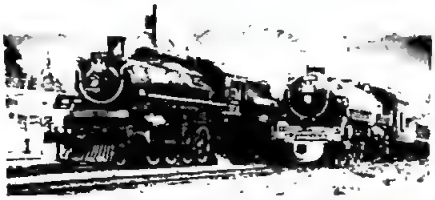

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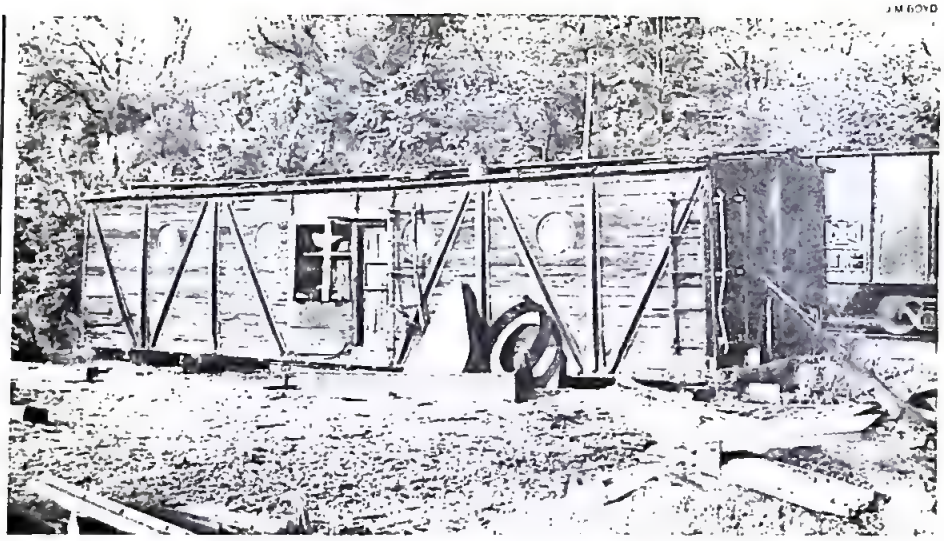

J.M. BOYD

WESTERN ALLEGHENY "Pennsy boxcar" caboose 407 was discovered essentially intact except for trucks at the Sunbeam Coal Co. mine east of Boyers, Pa., on B&LE Hilliards Branch on May 25, 1982.

James Plomer; Arthur L. Lloyd, Jr.; and Robert C. Post, editor of *Railroad History;* Kevin Keefe, editor of *Passenger Train Journal;* and yours truly, editor of RAILFAN & RAILROAD. John H. White, Jr., of the Smithsonian, was a panel member but withdrew from the voting for this year for reasons that will become obvious in a moment. Joining the panel for the 1983 awards will be George H. Drury, representing Kalmbach Publishing Co.; and Don L. Hofsommer.

The 1982 awards were made in only one category to inaugurate the program: the "Senior Achievement Award," which honors those whose lifetime work merits special recognition. There were 27 nominees suggested by the Awards Panel, which then voted on the four inaugural recipients, who were invited to receive their awards at the banquet at the R&LHS convention in New York City on May 8, 1982. Each winner received an exquisite framed certificate designed by Betty Tone Summers.

The 1982 Senior Achievement Award winners were Gerald M. Best, David P. Morgan, Richard C. Overton and John H. White, Jr. Jerry Best, noted for his superb locomotive photography, books on Western railroading and his effort in researching the technical details for the recreation of the *Jupiter* and 119 for the Golden Spike Historic Site at Promontory, was the only one unable to attend the banquet in New York. Bill Withuhn and Jerry's wife, Harriet, however, planned a surprise party for him at his home in Beverley Hills, California, and with his friends gathered about him, Jerry was linked to the banquet by telephone and at the proper moment in the ceremonies was presented with his framed certificate by his wife.

Dave Morgan was then honored for his work as editor of *Trains* and his numerous articles and books. Professor Richard C. Overton was then recognized for his massive history projects relating to the Burlington Railroad. Jack White—even Smithsonian directors have to put up with the "alphabetical ghetto"—then received his award for his extensive research and numerous books on the early history of America's railroads, locomotives and rolling stock.

It was a fine beginning for a program which should become very highly regarded within the field of rail publication. The Awards Panel seems to be functioning well and has a good balance between the scholarly journals and the popular press. A Railroad History Award will be a difficult prize to receive, and that aspect alone will make it a great honor.

The banquet speaker for the evening was Joseph F. Spreng, the general manager of Conrail's Metropolitan Region, headquartered in New York, who described what it's like to run one of the nation's biggest rail commuter operations (Mr. Spreng was just leaving the New York office, having just been promoted to general manager-passenger operations in Philadelphia). In addition to being a professional railroader, Mr. Spreng is quite an artist, and many of his rail-subject works were displayed in the banquet room. As a man operating commuter trains, he recalled watching the coverage on TV of the space shuttle *Columbia's* difficulty-plagued third mission and observed, "When they reported difficulties in the motor-generator equipment . . . and failing motor-alternator units . . . and non-functioning toilets, I found that it sounded *all too familiar!*"

The jinx again?

Returning from Cass Railfan Weekend last May, Joe Taylor and I took the long way home and visited the Western Allegheny at Kaylor, Pa., to check out the reported operation of an A-B-A set of B&LE F-units ("The Kaylor Chronicles," July '82 R&R). What we found was a very rusty railroad which we later learned hadn't turned a wheel in two weeks.

About a week later I called Harold Keene to clarify some points about his Bristol &

Railfanning is:

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SEE PAGE 64

North Western, featured in this issue, and learned that the B&NW may not start up steam operation this year—after I had already committed to a full article and sent the cover off to the color lab. The "*Trains*/RAILFAN Jinx" was working overtime.

The key to both problems was the coal business. During the early summer of 1982 coal loadings suddenly sagged when customers got their stockpiles caught up, the mines in Poland began producing again and South Africa drastically cut the prices on its coal. To quote an informed source, "The ships that had been loading in Norfolk are now headed for South Africa." (And he added, "This doesn't bode well for the future of the 'Tidewater 251s' of the July issue, either.")

The South Africa move dropped the bottom out of the U.S. "spot market," and the smaller operators like Harold Keene found their mine loadings severely reduced. This also appears to be the case with the relatively small mines on the Western Allegheny (there were empties spotted at all the loaders we observed, but no loads were in evidence). We are told that this is not an uncommon phenomenon in the coal business and doesn't indicate a long-term disaster but rather a short-term market adjustment. Unfortunately, its timing is such that it is fouling up the best photography months on the Western Allegheny and may result in a steamless season on the B&NW (while the B&NW is strictly a tourist operation and hauls no coal, Mr. Keene is reluctant to commit to a potentially expensive steam operation when his coal business is soft.)

WARR surprise

That visit to the Western Allegheny in May did, however, turn up some interesting things. Judging by the unit line-up in the Kaylor pen, the WARR is running only a two-unit set—the orange ones back-to-back—rather than the A-B-A mentioned in the July issue. The orange B-unit was again stored on the side track but is in a slightly different position than it was last year, indicating that it, indeed, was used briefly in the A-B-A set reported in the July issue. The yellow unit was alone and apparently unused on the end of the ready track.

I also noted an error in the map in the July issue. The Mauersberg Loader, shown on the map as being immediately adjacent to the engine facility, is actually north of Sugar Creek about a quarter mile east of the engine pen. Using the map to follow the line, we found the map to be extremely accurate except for the position of the Mauersberg Loader and a possible question as to exactly how far the track still goes in the vacinity of Dewey.

Finding the Western Allegheny dormant, we decided to check out the Hiliards Branch to the north. Without quadrangle maps, we found the line rather difficult to "get a handle on" from the east end, as the tracks appear long unused in Hilliards itself, and the roads don't follow the tracks very closely. It's a place I definitely plan to get back to, properly armed with good maps.

Following the branch, however, we did stumble upon the Sunbeam Coal Co. mine about a mile east of Boyers, Pa. Its loader was an impressive affair, and there were quite a number of B&LE hoppers around. In an area south of the loader, strewn with piles of old machinery, we pulled up to an old shed with the intention of photographing an overall view of the loader.

"I don't think I believe this," I muttered to

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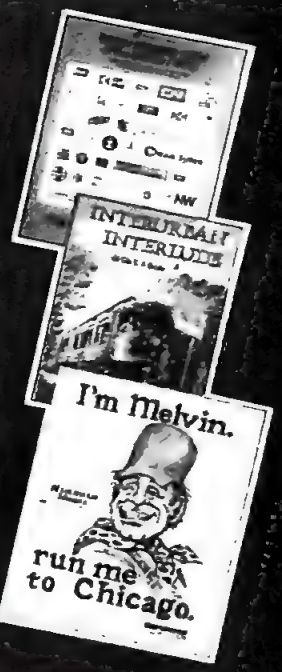

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Joe, as I stared at what appeared to be the end of a boxcar with a door and porthole window in it. Sure enough, that shed turned out to be Western Allegheny 407, the Pennsy boxcar-caboose that shows up in the steam-era photos on pages 34-35 of the July issue. De-mounted from its trucks, the old caboose was converted long ago to a storage shed and is presently full of motors, wire and miscellaneous junk but is otherwise remarkably intact—and it still wears its "WARR 407" lettering on all sides!

I had found no previous reference as to the disposition of this unique caboose and can only surmise that few railfans have ever visted Boyers (the town has a beautiful wooden depot, as well). Its presence on the Hilliards Branch would indicate that the B&LE got the car when it acquired the railroad from the Pennsy in December 1967. At any rate, it was quite a thrill to discover such a tangible piece of the steam-era "Pennsy" Western Allegheny still intact today.

Cuba tours

You may have heard on the news lately that the U.S. government is initiating policies to severely restrict tourism to Cuba and be wondering how this will affect the railfan tours scheduled and listed in TIMETABLE. The folks at Rail Study Tours International advise that the new restrictions are on "general interest" tourists and consist of Treasury Department regulations which ban financial transactions with Cuba. "Research" tours will still be permitted, and all indications are that the rail group tours will qualify under that definition.

Radio frequencies

We noted after we had gone to press that we'd managed to omit radio frequency information from the articles in the July issue on the Minneapolis, Northfield & Southern and Western Allegheny. To rectify the situation: the MN&S uses 160.47 for road, 161.40 for their road repeater, and 160.98 for yard work. The Western Allegheny would use the B&LE frequencies, although we cannot report from first-hand experience which one. The B&LE frequencies are 160.83 for road and 161.31 for yard work.

Ann Arbor RS1 update

As of late May, John C. Benson reports that $1017.06 has been collected toward the goal of $3550, which is the present projected cost of restoring an Ann Arbor RS1 to its old Wabash colors. Although the Ann Arbor is embroiled in a dispute with the State of Michigan over funding, there have been assurances that the RS1s will continue to operate, and the repainting should not be endangered. Negotiations are presently underway to explore ways to reduce the $3550 cost figure. John thanks all those who have supported this project and encourages continued contributions to the Ann Arbor RS1 Fund, P.O. Box 18682, Cleveland Heights, OH 44118. He points out that if for any reason the RS1 should not be repainted, all donations (poster sales not included) will be fully returned.

A plus for David P.

After the R&LHS awards banquet, I had a chance to chat with David P. Morgan, the editor of *Trains* Magazine. We discussed a variety of topics ranging from whether or not EMD is really in trouble and the likelihood of the ACE 3000 actually getting built, to the

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SUNDAY, AUGUST 8, 1982: Sixth Annual Railroadiana Sale. Austintown Fitch High School, Austintown, Ohio near Youngstown, Ohio. Over 100 tables and thousands of Railroad items for sale. Information LSSAE, Miller, 3106 N. Rochester Street, Arlington, Virginia 22213. 982

SUNDAY, NOVEMBER 7, 1982: Fifth Annual Gaithersburg Railroadiana Sale. Montgomery County Fairgrounds, Gaithersburg, Maryland, near Washington, D.C. Largest Railroad Memorabilia Show in U.S. with over 250 tables of Railroadiana for sale. Information, LSSAE, Miller, 3106 N. Rochester Street, Arlington, Virginia 22213. 1182

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SHOWS & SALES

SUNDAY, AUGUST 29, 1982: Buffalo Railroadiana/Model Railroad/Toy Train Show, Buffalo Convention Center, 100 Tables, 10AM to 5PM, Adults $1.50, Exhibitors send LSSAE, Train Show-WNYRHS, Box 416, Buffalo, NY 14221, 716-836-6636, 692-3842. 982

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CABOOSES; Minneapolis Northfield & Southern, Bay window, Circa 1920. Illinois Central heavyweight coach, no seats. Ex-New York Central commutor coach no window, no seats. Ex-U.P. Business car #124 open platform redecorated, repainted 1972-74. Robert Spaugh, 29386 County Road 16 W., Elkhart, IN 46516. 219-293-8416 after 6PM. 1182

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SUPER SUMMER SALE - 10% off all slide sets order between May 1st and August 31st. List and sample for $1.00. FJC, Box 3102, New Port, DE 19804-0102. 982

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ORIGINAL FIRST GENERATION DIESEL operating manuals for sale. SSAE to: Emil Walerko, Box 2002 Blasdell, NY 14219. 982

PASSENGER CARRYING MINIATURE TRAINS, photos, details $5.00 to: "Trains", 222 South Main, Attleboro, MA 02703. 183

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BACK ISSUES: *Model Railroader, RMC, Trains, Railroad, ERA Headlights, Official Guides,* 1942-1981. SSAE to: Tom Bjorkman, 128 Lake Drive East, Wayne, NJ 07470. 982

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BOOKS & PUBLICATIONS

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BACK ISSUES — *Railroad Magazine, Trains, Model Railroader, Railroad Model Craftsman,* others. SSAE for list. Alker, Mayflower Ct., Martinsville, NJ 08836. TF

UNION PACIFIC REPRINT 50 pages $14.95 softcover (1940); magazines books and search service. SSAE to: Skokut, PO Box 1345, Glendora, CA 91740. 982

LIMITED SUPPLY of the book *Consolidated Code of Operating Rules,* covering sixteen railroads. Hardcover 186 pages $7.00 per copy. No personal checks. H.M. Klodnoski, 101-3rd Ave., Proctor, MN 55810. 982

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WILL TRADE ONE YEAR of *Railroad Magazine,* 1940-1952, for each of the following *N & W employee magazines:* 1943 - Feb, Sept, Oct, Dec; 1944 - Dec; 1948 - May, June, Aug, Sep, Oct, Nov; 1959 - Nov. Ralph Coleman, 1816 Rollis Road, Chesapeake, VA 23321. 982

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MAGAZINE, BOOKS: U.P. reprint $14.95. SSAE to: Skokut, PO Box 1345, Glendora, CA 91740. 1182

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DIESEL SUPERPOWER AROUND THE WORLD. 96 pages, 101 illustrations of big diesels in action. Hardcover, $15.95 plus $1.00 shipping. Free catalog of British railway books. Inland Empire Books, PO Box 9523 R, Minneapolis, MN 55440. 982

SACRAMENTO NORTHERN 1936 time table reproduction $1.25. Also Anchor Stage Line (Fresno) 1924 $1.25. R.A. Burrows, 727 Trinity Street, Eureka, CA 95501. 982

DELAWARE VALLEY RAILS, the complete railroad and rail transit guide to the Philadelphia region. $11.50 (Pennsylvanians, add 69¢ tax). $12.50 outside U.S. John R. Pawson, Box 411, Willow Grove, PA 19090. 183

YESTERDAY AND TODAY, Limited reprint of rare 1910 corporate history of Chicago North Western railway 200 pages, softcover. $12.95 plus postage $1.25. Illinois residents add 78¢ sales tax. Order from D.A. Davis, Secretary, Chicago Chapter, Rly. & Loc. Hist. Soc., PO Box 74, Mokena, IL 60448. 1182

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WANTED! *1946 Official Railway Guide.* Richard K. Peterson, 1234 SW Clay St., Topeka, KS 66604. 982

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NEXT in RAILFAN & RAILROAD

• **MOPAC'S NAVY:** Artist Bob Karsten is at work again, this time on the Missouri Pacific's carfloat on the Mississippi River at Natchez with artwork, photos and a cover painting.

NOVEMBER 1982 ISSUE ON SALE SEPTEMBER 21.

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universal quirks of magazine contributors.

When the topic arose about *Trains* adopting the Wiener system of articulated designation (May '82 *Trains* editorial) popularized recently in Bob Le Massena's *Articulated Steam Locomotives of North America*, I expressed my polite skepticism about the need for such a change at this time in history. (The Wiener system would use a "+" in place of the hyphen in the standard Whyte wheel arrangement classification system to designate the point of articulation, thus rendering an N&W Y6b a 2-8+8-2 while identifying a Pennsy T1 as a non-articulated duplex 4-4-4-4. While the Wiener system does have its advantages of clarity over the Whyte system, I tend to disagree with Morgan that the clarity advantage outweighs the confusion that will result from two systems being brought into popular usage—and there's far too much already in print to permit a total changeover.)

Morgan remained confident in his new system and was not unaware of the controversial aspects of the change. "I was just waiting for your reply," he noted with a gleam in his eye. "I can see it now: 'Railfanning is . . . Not having to put a "+" in your 2-8-8-2!' " See page 62.

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KODACHROME REID McNAUGHT

DELAWARE & HUDSON PA passenger diesels, on lease to Mexico via a U.S. equipment dealer, are now in rough shape. The worst of the lot, reported to us by New Zealand railfan Reid McNaught, is the 16, here at Empalme, Sonora, at the FCP shops on April 3, 1982, the victim of a wreck a year earlier on the *El Costeño*. Both sides of the unit are badly bashed. The 18 was also at Empalme exhibiting the ravages of a cab fire and with her innards exposed to the elements. The 17 was there as well, looking dirty and missing her front truck, which was being put under the only serviceable member of the quarter, 19, being worked on in the shop that day. Note behind the 16 is the FCP's last FPA2, 901, apparently now out of service.

EKTACHROME CHRIS STARK

SOUTHERN PACIFIC 2-8-0 3420 was overhauled last year by the El Paso Historic Railroad Board for operation at various civic events. On April 25, 1982, she ran on trackage at Ft. Bliss in conjunction with the '82 Amigo Air Show at Biggs Field. The group's coach was built in 1912 by Pullman as Central Pacific 10014, a cafe-diner. They also have an SP C40-3 caboose.

KODACHROME STEVE GLISCHINSKI

DAN PATCH LINES freight motor 100, built in 1913, survives today in serviceable condition as the property of the Minnesota Transportation Museum and is back in the Twin Cities (stored at the Minnesota Transfer roundhouse) after being on loan to the Duluth museum. The 100's history is related in Stan Mailer's article in this issue, and the story of the Minnesota Transportation Museum was in the July '82 MARKERS. The 100 is shown here running on the Soo Line in Minneapolis in February 1978 en route to the GE repair facility in Minneapolis for some traction motor work. The 100 is being used this year as a back-up locomotive for the outings in the Twin Cities area of MTM's Northern Pacific 4-6-0, described in the July issue.

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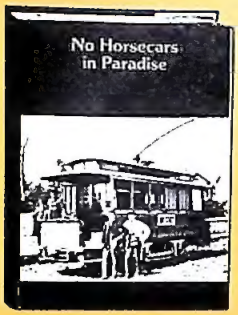

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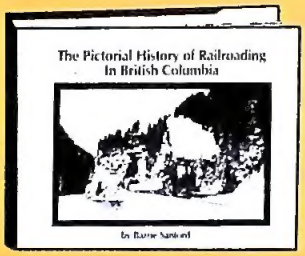

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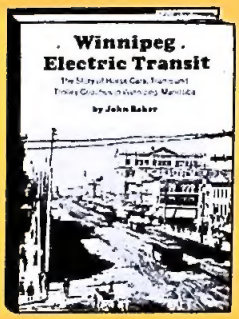

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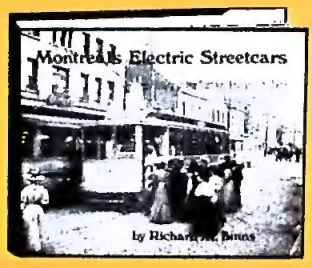

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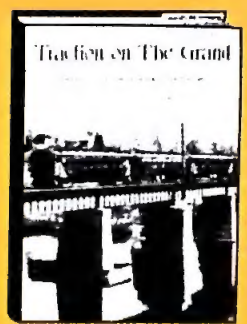

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160 pages • 160 photos

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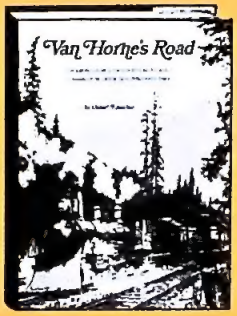

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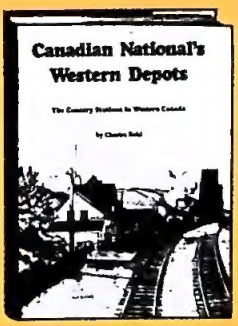

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